

SOUTH AFRICA'S PERFORMANCE & AUDIO MAGAZINE

mcX

R27.50 incl VAT ISSUE 38 - JULY 2012

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PHOTO BY : STEFAN KOTZE COVER DESIGN BY: ALISTAIR ANDREW



84



Winter's here, but we keep it hot!



MAN ON THE EDGE

Alistair Andrew

As the founder of this well known performance magazine, I always get swept into the world of fast and loud cars, which I understand is the main emphasis on promoting and marketing the magazine. My staff and I love it, we breathe it, we live with it everyday and it's our passion, but with all of that we seldom sit back and take note of the integral part of the automotive industry, which for me has to be without a doubt road safety. We all love our cars and expensive machinery, it's a status symbol and we even nickname them and change their genders, from "He to She". Now just as much as we can't contain our emotions around our cars we tend to forget the real impact they have on our lives.

It's a mode of transport, getting us from A to B safely. Simply put, it is your chariot and safety shouldn't be compromised whether you are carting around little ones or not and the good thing is, us South Africans are always weary of our safety, so when we purchase our vehicle we tend to buy the safest family vehicles that contain gazillion airbags.

Sadly though, technology has made us think that airbags are the new guardian angels and no matter how we drive or behave on our roads we are invincible in our "safe mobile capsules". This technology that I speak of could also be seen as the cause of many an accident. It is detrimental especially whilst texting & driving, shaving with your new electric shaver or even sampling out your new application on your fancy tablet. Majority of road users are ignorant of road safety. You rant and rave about Taxi drivers and how they create havoc but you fail to realize that you and your fancy mobile phone could be the cause of more damaging consequences.

Studies show that the risk of crashing while texting and driving increases by 23 times, because reading or sending a text diverts the driver's eyes from the road for an average of 4.6 seconds—the same as driving the length of a football field, blind, at 89 km/h. Oprah Winfrey campaigned against this, however there are reports that the message has not been getting through to the younger drivers.

So since our target market is mainly youngsters I decided to initialize a campaign which will be called DWD (Driving While Distracted). The main aim will be to create awareness and promote safe driving. We have created Facebook page for our campaign and we will be promoting the DWD Campaign on our MMR Facebook page as well. Furthermore to this I will be compiling a new section for our magazine which is going to emphasize on our DWD campaign. So keep posted from the next issue and we welcome your input on our MMR Facebook page regarding this worldwide affliction. Log on to Facebook and search for Max My Ride magazine for more info. Together we can!

Andrew

Where there's smoke, there's fire... and Sashen.



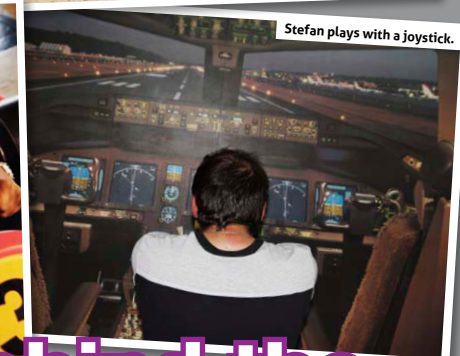
Go Karting's red devil gets Reddy to go!



Sedgefield gets the thumbs up!



Stefan plays with a joystick.



Behind the scenes with MAX

The crazy, funny and wonderful things we get up to

Go Karting blew Stefan's head off!



FJ's R32 GTR... Predeshan's new company car



Stefan took November way too seriously...



The poster thief strikes again!



Chad shook hands with a very friendly Caravelle

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MY RIDE MAGAZINE



Max My Ride Magazine
 Head Office **Randburg, Gauteng**
 Phone **+27 11 781 1498**
 +27 11 781 9944
 Fax **086 528 0433**
 Email **mmr@maxmyride.co.za**
 Website **www.maxmyride.co.za**

Magazine team

Editor in Chief **Alistair Mark Andrew**
 amandrew@maxmyride.co.za
 Sub Editor **Chad Miller**
 chad@maxmyride.co.za
 Sub Editor **Stefan Kotzé**
 stefan@maxmyride.co.za
 Designer **Sashen Govender**
 sashen@maxmyride.co.za
 Photographer **Stefan Kotzé**
 Photographer **Mad Max**
 cirusthevirus@alcatraz.com
 Advertising Consultant **Predeshan Reddy**
 reddy@maxmyride.co.za

Contributors

Cape Photographer **Divan Shepherd**
 Performance Technicals **Chris Kambouris**
 chris@turbodirect.co.za
 Audio Advisor **Brando Kally**
 New Car News Editor **Andrew Leopold**
 Track Racing Guru **Justin Robertson**

Founder

Managing Director **Alistair Mark Andrew**

Printing

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THE WORLD ACCORDING TO US...



CHILDS PLAY

Strap Them Down

CHAD MILLER

SINCE GRADUATING FROM university I've been spending a lot more time in traffic and on a daily basis I see some of the worst parenting out on the roads. Now, personally I'm not a huge fan of kids but they are here to stay and what I've seen in the front seat of some cars means that some kids aren't going to be sticking around for much longer. EVERYDAY I see parents who allow their kids to sit all willy nilly in the front seat not wearing a seat belt and leaning forwards against the dashboard. Do you honestly know how dangerous that is? Then you get the moms (and dads) who sit with their kids on their laps in front, the parent has seatbelt on but not the kid. What I also love is the safety device they're going to employ if they're involved in an accident; "No, I'll

just hold onto my child really tight". Trust me, I've been in an accident or two and even the smallest bump sees you grabbing the most secure thing in the car, not the floppy crying thing which you have on your lap. Even in the back kids squirming around can be a danger. When my sister in law was way younger she got trapped between the front seat and the rear bench because she was kneeling on the floor of the car when they were involved in an accident. So folks, lay down some rules in your cars, tell your kids to buckle up and if they cry and moan and fight, show them who the parent is and who's the kid. You can't let crying and trying not to be the bad guys get in the way of your child's safety and your own while you're out on the road.

ZOMBIE APOCALYPSE

Mod your cars,
with guns not rims

STEFAN KOTZE



SO IF YOU'VE know checked out the news lately you must've seen all the weird "Zombie like" attacks and events that have happened over the last few weeks. Firstly a man named Rudy Eugene was spotted naked next to a highway in Miami, USA, eating another man's face and to stop him the cops had to shoot him, a few times actually, before he died. In the end, Rudy managed to eat 75% of the man's face. The guy's still alive but doctors are struggling to figure out how to put his face back together. Then just a few days later, 21-year-old Alexander Kinyua of Maryland, USA, allegedly admitted to dismembering his roommate and then eating his heart and brain. Kinyua's father called police late at night when Kinyua's brother reportedly found human remains, a head and two hands in a metal tin in the basement. The brother and father left the room for a short time, but when they came back, the body parts had been moved and Kinyua was washing out the tin, the paper reported. Right after that there was also low-budget actor who allegedly killed a young man with an ice pick, dismembered

the body and then raped and ate flesh from the corpse. That's not all, things get even more interesting. Police were called to a house after a 43-year-old man, Wayne Carter, was spotted cutting himself with a knife. When the Police arrived at the scene, he repeatedly stabbed himself in the legs, abdomen and neck. He then began throwing pieces of skin and his intestines at the officers, who then called in SWAT. By the time they arrived, Carter's intestines were "literally" hanging out of his body. Now, after reading these stories it really seems like the Zombie Apocalypse might just be upon us, I mean these events definitely aren't normal. So don't be surprised if pretty soon, instead of tricking your car out with rims and sound systems, you instead have to add spikes, welded pieces of reinforced steel and of course big ass guns to shoot those hungry zombies. So maybe, just maybe, all these movies about Zombies are becoming real life and if you've watched lots of these movies I hope you were taking tips, because it seems like you'll need it pretty soon.



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HTC 078
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THE RIGHT ROAD



Hey Max My Ride

I really only started reading your magazine recently and I must admit I love what I see. I saw the cover of the issue with the Storm Trooper and the Camaro on Facebook but sadly never got the chance to read it. I'm a real American car fan and when I saw the car I was actually quite confused because I know new left hand drive cars aren't allowed to be registered in the country and what confused me even more was when I saw a yellow Camaro in real life and it was right hand. So I went to my local GM dealer and asked is GM selling the Camaro here in SA and they said no. Where do these cars come from and how are they landing up here in SA in right hand drive? I would really love one especially after seeing on the American Chevrolet site that they cost less than a GTi.

Thomas

Ruimsig

Hi Thomas

Since you are a new reader to the Max My Ride family let me be the first one to welcome you to the fast lane that is MMR. Now, let's get to that Camaro, you are right about new left hand drive cars not being allowed to be registered here in SA and I'm sure there many people who find that this is upsetting a lot of car fans. As for the Camaros, GMSA is not the ones importing these muscle cars but rather private companies like Sportech and Creative Rides. These cars are not factory built right hand drive models but rather ones that have been converted to right hand drive. These conversions are usually carried out by Hi-Tech Automotive in PE and they're done to factory spec and quality. Now I have to burst your bubble though, in the USA these cars cost less than a GTi but once they arrive here in SA, shipping costs, taxes, duties, VAT and the rather pricey right hand drive conversion pushes the car's price to double, if not more than the US retail price and you can't get finance for a special import so you must pay cash. So, if you want to get your hands on one of these American legends you better start saving up quite a bit not only for the car but fuel as well! Once you have one though, you'll have a very unique car and certainly grab attention on our muscle car starved roads.

Chad

CLUB COLLABORATION



Hi Max My Ride

My name is Lovemore, I'm a 26 yrs old male living in Rustenburg (North West). I'm interested in starting up a proper car club with my friends, how do I go about doing that and what does it entail? We all drive Corsas and we would like to get things more organised with regards to drawing up a members log, organising events and just getting out there. Please could you help me out with some information?

Kind regards

Lovemore Phahlamohlaka

Rustenburg

Hey Lovemore

We really LOVE your idea of starting a car club MORE than you think, it's really cool to see more and more guys getting into the custom car scene and just enjoying their rides. When it comes starting a car club from scratch you don't have to be too formal.



Start off by just keeping a log of the member's names, what cars they drive and contact details. You also need to create a space for members to interact and where you can convey club news and information; here a Facebook group page or website does the trick. If you are going to be organising events and need branding then I suggest you set up a bank account in the club's name where members can pay in a membership fee to cover event and branding costs. Once you have the bank account going, it will be in your best interest to appoint a club Chairman or President, a vice Chairman, secretary and treasurer to handle the funds. You will also have to hold regular meetings with the club members to discuss events and costs and don't forget to make the bank statements available to the club members for the sake of transparency. Finally register your logo; it helps

in case people want to steal your logo for their own use. At the end of the day though, the formalities help with the smooth running of the club but the main goal is to have fun and that you must never forget. Chad



your comments from our fan page

log on and search for Max My Ride Magazine



We like all of this

ON THE 5TH OF MAY MAX MY RIDE ORGANISED A CONVOY TO THE RIDGE CASINO WITH A WHOLE HOST OF CAR CLUBS AND HERE'S WHAT YOU HAD TO SAY!

Stoil Michaylov

Shot Fellas...Had an awesome time at the run...The Animal, as usual, was ferocious!!!

Gary Merkel

Big up to the Max My Ride magazine...Wicked run down to Witbank.

Devendran Pillay

Well done guys! Great stuff hosting an event

of this magnitude max my ride, C360, we always BRING IT!!

Ruan Van Zyl

Feels like I converted in the right direction!! You guys good a lekker show and the run was out of this world!! Hope you guys could join A.T.L for one of our runs...Thanks guys!

Norman Grove

Thanks for a great day yesterday! Great cars and great people, thanks to the guys with the Supras

Karin Ruthven Odendaal

Thanks guys! What an awesome crowd, wicked rides and a memorable day!

Juan Joubert

I will always be your biggest and most hardcore fan, thanks for the day Ali.



WTF (WAY TOO FUNNY)

See it, Snap it or from the net. Send it to us.

Mobile window washers coming soon to a bus near you



Don't worry Mr. Jones, your car just got a little damp



Jumbo traffic jam just a got a whole new meaning



Crime doesn't pay...but it seems fighting it does



Look carefully, that's what happens when you pay your panel beater short

ROX STAR!



Hi Guys

I trust you're doing well. I would really like to thank the both of you for such an awesome feature in MMR (Issue 36, It Rox). Stefan, the pictures really looks good and Chad the story about the car is just too awesome.

Alistair, I really appreciate the feature, and I will see you guys in the 05 May in Witbank. Many Thanks again and You Guys Rock

Regards

Sello

Hi Sello

Thanks for all the kind words man and we're glad that you enjoyed the feature on your car. Here at Max My Ride we take pride in our work and we love to make sure that the owners of the cars that we feature are happy with the results, after all they spend big money on their rides and we have to do those cars justice. We can't take all the credit though; we must say thank you to you and every other owner who has let us feature their cars. With out you guys then the magazine would be really "empty" if you catch my drift. As for the show that went down in Witbank on the 5th, I must send you and your crew Sunny Rides a massive shout out for coming through in such huge numbers. All that's left to say is keep up the good work and keep it ROCKING!

Chad



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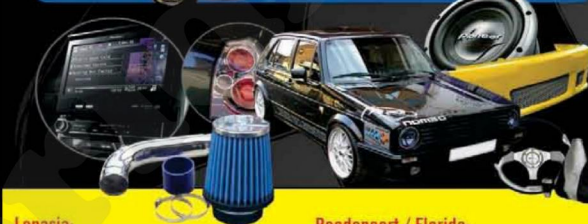
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MAXIMUM EXPOSURE

THE LATEST AUTOMOTIVE NEWS

MMR GETS A NEW CREW BAKKIE

MMR RECENTLY got a new crew bakkie, an awesome GWM Steed 5 thanks to the guys from GWM Isando. Being MMR though, we couldn't roll in a stock ride; hence we decided to customise the bakkie courtesy of our really cool sponsors. For this we must thank Design Lab in Randburg for the full vehicle wrap and signage, Racing Hart Concepts for the WICKED set of matte black Rockstar wheels and Maxxis Performance Tyres for hooking us up with their monster Bighorn off-road tyres. So if you want to see more, check out next month's issue to see the complete make over.



END OF A LEGACY

FANS OF muscle cars, particularly the Mustang have a good reason to mourn this month with the passing of legendary racing driver and car designer Carroll Shelby. Shelby passed away on the 10th of May at the age of 89. Shelby, who was born in 1923, entered the racing game back in 1958 after his chicken farm went bust. In his career, Shelby worked and raced for amongst others, Aston Martin and Maserati. Apart from racing, Shelby is best known for designing cars for some of America's top manufacturers. Starting with Ford, Shelby is best known for the Shelby series of Mustangs, a legacy which still lives today on and he had input in the design of the Dodge Viper. Two of Shelby's most famous cars though are the Cobra and the Cobra Daytona Coupe, both of which done well at Le-Mans. Carroll Shelby made huge contributions to the performance car industry and we believe that his legacy will live on in the hordes of high performance Fords and other cars which bear his name.



TO INFINITI AND BEYOND

LOCAL FANS of Japanese luxury cars will soon have the choice of an alternate brand to Lexus, Infiniti. Nissan South Africa has taken a huge step and is launching its luxury brand on SA soil. The Infiniti brand has been around since the 80's but hasn't ventured out much further than the USA. Over the last two years though Infiniti has been launched in the UK and Chile, both very large right hand drive markets and SA is next. Infiniti plans to establish their luxury image in SA by offering buyers a "total buying experience" and the first local dealerships are set to open in upmarket Melrose Arch and Hatfield in Pretoria before expanding to KZN and the Cape.

The first models to be launched locally will include a range of both sedans and SUV's and will start with the FX SUV, EX compact SUV, the M sedan and the G range of coupes and cabriolets.

How Infiniti fares in the badge conscious South African market is not known from the outset, look at what happened to Cadillac locally. But given the way Lexus rose up through the ranks, there's a lot leaning in Infiniti's favour.



MAX GROUP ANNUAL CHARITY DRIVE

RECENTLY THE MAX Group, made up of Max My Ride and Max Recruitment held their second annual charity drive. This year, just like in 2011 the team went through to the Donbosco Church in Finetown. The church looks after and educates in the region of 200 plus orphans with little or no assistance. That's why the Max Group stepped up to the plate to help out and along with the help from various companies; the charity drive was a huge success. With that said, the Max Group would like to thank everyone who was involved starting with Joel from Carrera Centre Fruit and Veg who donated fresh produce, Julius from Ferndale Spar who donated the rolls, Tyrone from Soccerscene Promotions who supplied the T-shirts, Stewart Bigmore from Tetrathene Plastics and Charmaine Andrew who sponsored the transport. From the Max Group, the church received food and groceries. Once again, a huge thank you to everyone who helped out on the day and contributed, your efforts are truly appreciated.



NEW HOPE FOR NEW BUYERS

WITH THE COST of living rising on a monthly basis and the National Credit Act making limiting young buyers purchasing ability, the prospect of owning a new car will remain a dream.

To curb this, the JD Group, owners of Hi-Fi Corporation amongst others, in partnership with Imperial have introduced a new plan which goes by the name of Ariva. The Ariva plan was born out of the JD Groups research which found that 60% of first time car buyers finance applications were rejected by traditional banks due to insufficient credit history. The Ariva plan operates on a long term rental basis where "buyers" take "ownership" of a new car for a period of 54 months or 112500km with extra mileage charged at 90c/km. The package also includes 24/7 roadside assistance, full comprehensive insurance and a tracking device. On average, driving and paying for a car on the Ariva plan should save you about R1000 a month as opposed to driving the same car on normal bank finance which really helps out if you're a cash strapped first time car owner.

This seems all fair considering that you would be able to rock a new car every few years but for Max Heads there's only one problem, you won't be able to modify or customise the car!



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MERCEDES SLK55 AMG

EXECUTIVE SPEED DEMON



Even today with all the efficient turbo'ness finding its way into cars from city hatchbacks to super saloons there's no substitute for a V8. Triple turbo may be the way of the future but when you absolutely have to let loose, a V8 is automotive's best therapy. Few manufactures make them better than Mercedes, who have built them in a variety of boosted and non-boosted applications. Other mentions go out to Chevrolet's V8 in the Lumina or BMW's E90 M3 but where the archetypal American bruiser lacks refinement the M3 is so engineered that it has lost that grizzly presence. V8 are in fact a very niche market which is why it succeeds and fails at the same time.

This time around Mercedes hasn't dived into their reserves and pulled out just any old V8 that powers one of their saloon cars – and it would still be great – they've built a special unit that was designed for the SLK. Mercedes

also say that it's likely to stay that way. Toting a combined output of 310kW and 540Nm, the SLK wins the power argument over rivals like the Porsche Cayman, BMW Z4 sDrive35i and wielding more torque than BMW's M3 convertible.

Twist the V8 into life – figuratively of course, it's a push-button start – and the backdrop is AMG's signature sound of a large displacement motor resonating through four sonically conducive tailpipes. Variable flaps in the system continuously move depending on throttle position but even at idle it sounds peachy and you can rock its frame with the application of the right pedal. On the road the SLK delivers joyous acceleration with the 80-120km/h time being quite an event. Spliced with the 7G Plus because no manual is available, and because the shunt through the drivetrain might damage a conventional clutch, we spent most of the drive using the paddles. Three

Continued on next page...

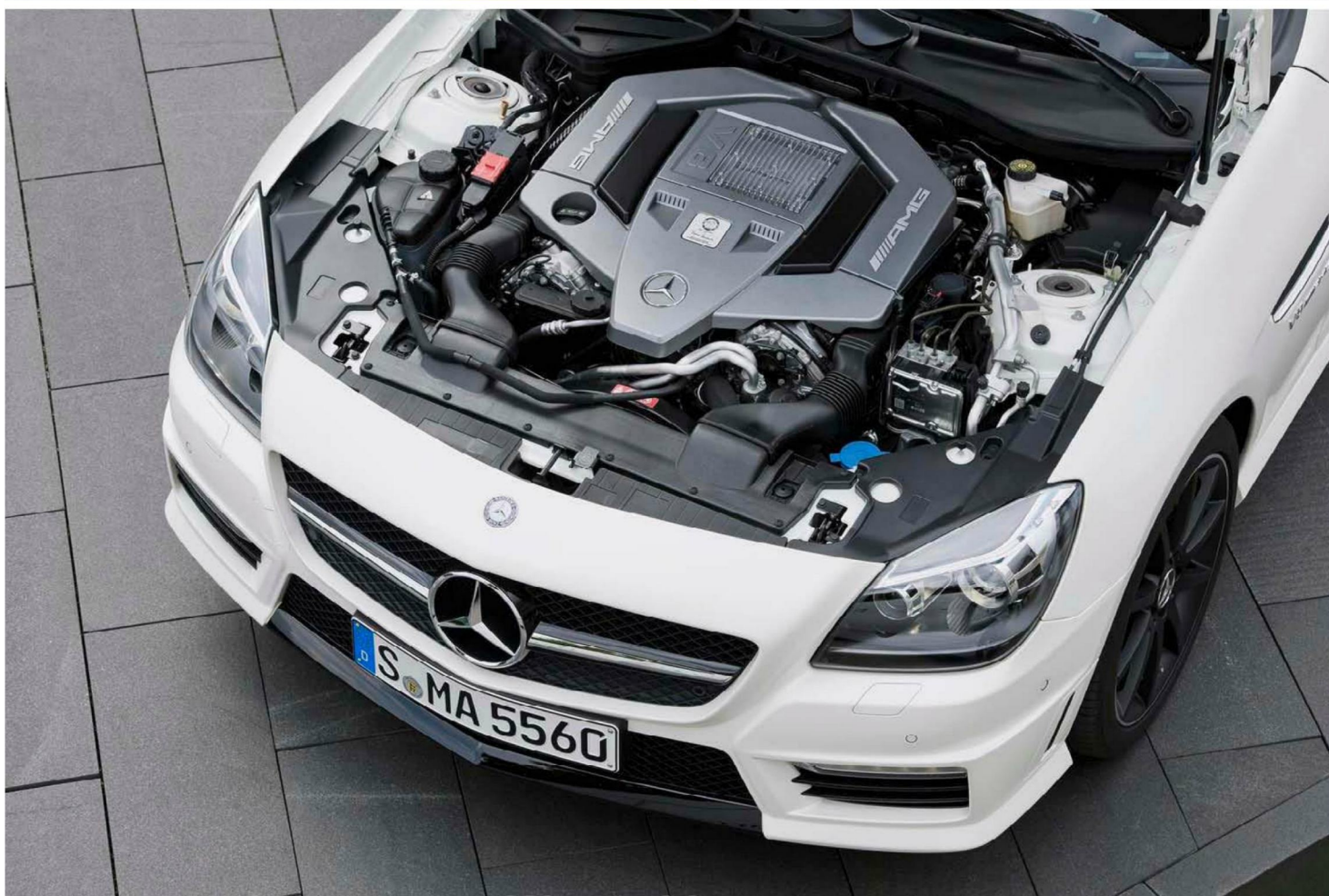
Continued...

modes define its attitude; Controlled efficiency, Sport and Manual with a double-declutching system when downshifting. Power is only half of the V8's campaign because even this masterpiece features dioxide-cutting means and better consumption by switching between four and eight cylinders. Mercedes claim a consumption usage of 8.4l/100km – a little optimistic but still around 20 per cent better than the outgoing model. Just how nuts Mercedes was about improving consumption sees the fitment of a new power steering pump which is designed to use no energy when the car is traveling in a straight line.

Roof up or down body rigidity is one of the prime differences between this SLK and the outgoing one and even the firm ride on low profile rubber was unable to evoke a rattle. The cabin is more spacious compared to Z4 or Boxster but the location of the roof activation

switch could be neater. AMG cues follow to the interior with the flat-bottom wheel and AMG-marked clocks.

It looks better presented and more premium but some may prefer the more simplistic approach taken by other roadsters. Still, the SLK is an executive machine with the added drama of open-air driving. The SLK 55's larger footprint contributes to a bigger boot with a flat loading bay and reasonable access to stored objects with the roof down. We're not surprised at its slick movement considering that SLK pioneered the folding metal roof and the optional Magic Sky changes transparency at the push of a button. Another Mercedes innovation first is the Airscarf system which blows warm air onto the neck for when you feel like stripping down on those colder nights. On smooth roads the SLK is riveted by lateral grip but you can unstick the rears in just about any gear and from any spot in the rev range





such is the enormous spread of torque. For uncensored fun, spec the optional R35 000 limited slip differential and the larger brakes. The driver's package will replace the 250km/h limit with a 280km/h one, at a price of R25 000.

Visually the 55 AMG bears many similarities to the 350 except for AMG badging, wider intakes and of course the AMG-badged pipes. Bigger alloys would be welcomed though – in today's market 18" for a high performance roadster is just not cool enough. Despite the blunt nose, the SLK's new shape is more aerodynamically conducive than the pointier model it replaced with airflow improved around the wheels and mirrors.

The arrival of SLK 55 AMG completes the range, towering above the Mercedes 200 and 350 in terms of power, noise and image but it does come with a R975 000 price. You could get yourself into a Porsche Cayman, a BMW M3 cabrio or be thrifty and get a Boxster or Z4 spec'd to the heavens with extras. In the SLK 55 you're paying for that soundtrack and with the general trend of downsizing it may be your last chance.

TECHNICAL SPECS

ENGINE:

Engine:	5.5-litre V8
0-100 km/h:	5.1 seconds
Max output (kW):	310kW
Max torque (Nm):	540Nm
Top speed:	250km/h (limited) 280km/h Driver's package.

TRANSMISSION/WHEELS:

Drive:	Rear-wheel
Transmission:	7G+
Wheels:	F: 235/40R18 R: 255/35R18
Tires:	F 8J X 18 R: 9J x 18

WEIGHTS/CAPACITIES:

Tank capacity (l):	70
Weight (Kg):	1613

FUEL CONSUMPTION (L/100KM):

Combined:	8.4 (claimed)
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PRICE:

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MAX LIKES:

Thundering V8, New look, Quiet cabin

MAX DISLIKES:

Price, Similar look to 350

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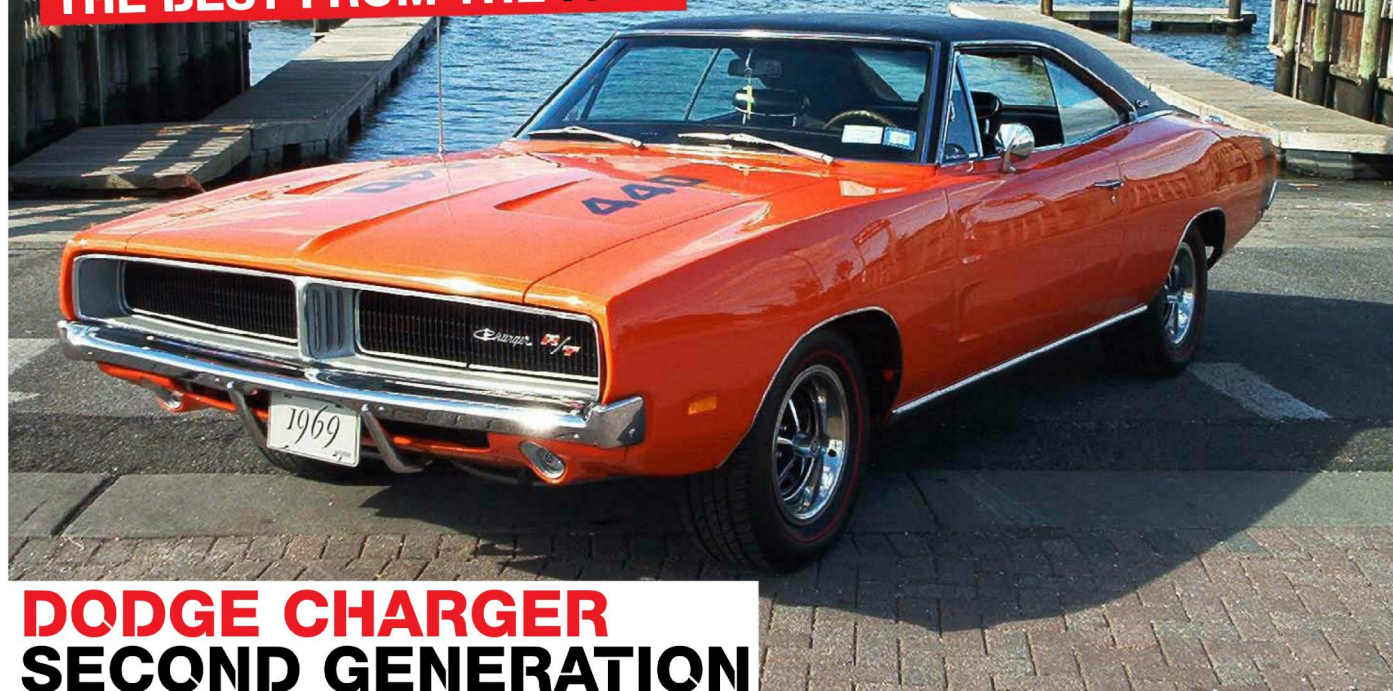
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ICONIC RIDES

THE BEST FROM THE PAST

STORY BY: CHAD MILLER
PHOTOS: INTERNET



DODGE CHARGER SECOND GENERATION

When it comes to muscle cars the first names that come to mind are Mustang and Camaro, that's fair considering they're the most common and well known muscle cars on the planet. For true muscle car fans and those who have cast their knowledge net somewhat further, they know there's one muscle car that typified the era, the awfully sinister second generation Dodge Charger.

The second generation Charger was produced between 1968 and 1970 and still today it remains the most popular and recognisable Charger. The car's body was designed by Richard Sias who gave the car a "double diamond Coke bottle" profile with the rear glass section housed in what's called the flying buttresses. All the styling cues were not penned by Sias alone as input for the car's design came from the likes of Harvey J Winn and Chrysler's Vice President of Styling, Elwood P Engel who insisted giving the car round rear taillights and we thank him for that. The input from these men gave the Charger its aggressive style which the previous generation was lacking. Over the course of its three year production, the

design received a few tweaks but the aggressive look remained.

Inside, the car still featured the same centre console as the previous generation but the centre arm rest was removed and the seating configuration was changed. The tachometer became an option and the boot floor carpeting was simply replaced with a vinyl mat. These were done mainly to cut costs but it still doesn't take away from the appeal of the Charger.

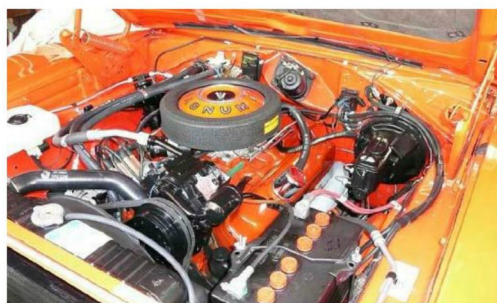
What took away from the appeal of the Charger was the handling and the brakes. The Charger was built using Chrysler's B-Body platform, a body on frame design that was shared with cars like the Coronet and Plymouth Road Runner. This platform made do with asymmetrical leaf springs at the back and in front you would find torsion beam suspension. This

gave the Charger very "lively" handling and the brakes weren't better either. For such a big car the Charger used drum brakes all round but Kelsey-Hayes discs in front were available as an option. Given the car's size it's also shocking to hear that it was equipped with 14" wheels wrapped in skinny tyres with 15's as an option with red wall tyres.

Under the bonnet the Charger really made up for all its short comings with a long list of engine and transmission options. The engine list ranged from 3.7 litre in-line 6 all the way up to the big daddy 7.2 litre or 440ci V8 "Magnum". Transmission wise the Charger was available with either a three speed auto box or a choice of three and four speed manuals. The Charger to have was the R/T or Road/Track model, that's the one with infamous

Bumble Bee stripes on the back. This came with the 440ci Magnum while the 426 HEMI was an option. The 440ci motor produced 280kW and 650Nm of torque with the option of either a manual or automatic gearbox.

The Charger was a real muscle car with wild handling and massive power but its real claim to fame is not only its aggression and performance stats. Apart from the Mustang, the Charger has appeared in loads of television shows and movies the most famous being the General Lee Charger from Dukes of Hazard and the black used in Bullit for the famous car chase through San Francisco. Today, the Charger's rarity and the aura which surrounds all MOPAR cars has turned the Charger into a highly sought after collectible and iconic ride.



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Grant Harrison - Golf R32

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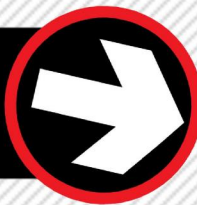
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2011 CADILLAC CTS-V COUPE

Raw Power



THIS MATTE BLACK monster comes courtesy of the master fabricators and builders at D3 Cadillac in Signal Hill, California. To start off the build, the stock 6.2L power plant was CNC-machined, ported, polished, balanced and stuffed with "manly" Manley connecting rods and Total Seal piston rings. It boasts a fortified valvetrain with a D3-spec Isky cam, custom rockers, push rods and lifters. In other words, everything necessary to replace the standard 1.9L Eaton blower with a much larger, more efficient and more powerful one from Kenne Bell that achieves 1.1 bar of boost on the street and can go as high as 1.9 bar for racing. This highly-efficient D3 Ultracharger is a stage three one, which features Kenne

Bell's 3.6L liquid-cooled supercharger, D3 manifold, air intake system, K&N air filter and a 102 mm throttle body among other major upgrades. The highly-potent fumes exit through a Kooks header and V-band pipe on route to the custom three-inch Borla dual exhaust system. The new motor upgrades nearly doubles the CTS-V's horsepower and torque numbers, now estimated to tap out at 1,000HP at 5,900 rpm and 1,355Nm at 3,200 rpm, respectively. D3's competition proven powertrain uses heavy-duty 1,000-hp axles and a few tricks to shore up the six-speed automatic transmission for greater durability and reliability. As the story goes, chassis, suspension, brakes and wheel

upgrades all followed, like for instance the staggered-width 20-inch Rennen wheels, which are painted gloss black are wrapped in huge sticky R-rated Toyo Proxes T1R tires, sized 275/30 and 345/25 in the front and rear. With the insane technical details all setup, the challenge for the design team was to go big and match it visually. A complete D3 custom sheet metal wide body aero kit was fitted that adds 1.5 inches to the front and three inches to the rear fenders to accommodate the 13-inch wide rear rollers and achieve the proper stance. The car was also wrapped in Matte black and the result is a car with so much attitude and presence you'd swear its Darth Vader driving around in the Batmobile.

2004 INFINITI G35 SEDAN

Bagged & Boosted

VIVEK BAID'S 2004 Infiniti G35 Sedan is one sick ride. Lots of guys either go for looks or performance but Vivek went all out, doing both. Vivek's Sedan is easily one of the most highly modified G Sedans that you'll ever see. It doesn't fit the mould of any G35 Sedan that you'll see in the Infiniti community.

From custom paint to custom body work including shaved door handles, air ride suspension, custom audio, custom interior etc., Vivek has modified every part of his car in some way and recently, he's even installed a new motor and Vortech Supercharger to bring the boost and lay down some more power.



1992 FORD ESCORT RS COSWORTH

Lady in Red

WHEN YOU HEAR the name Cosworth you immediately think of power and performance. It brings images to mind of flame spitting Sierra RSs, disappearing from view on a fast section of road, popping and banging all the way. From their humble roots as an engine designer and builder in late 1950s London, the small British firm has been responsible for some of the greatest combustion engines ever built. For me, my favourite examples of Cosworth's work are when they tied their name to a particular model of car and my personal favourite is the Escort RS Cosworth. This particular example was completely rebuilt over a period of two and a half years. It now features parts like Gaz coilovers, it has a full set of polyurethane bushes, a rebuilt gearbox and differentials with strengthening plates along with an AP Racing six pot big brake setup up front featuring 365mm discs and fully floating Reyland alloy bells. 18" Lightweight Compomotive MO wheels with Goodyear Eagle F1s round off the build nicely and this is definitely an example of taking something already great and making it awesome.



THE CRAZY AUTOMOTIVE WORLD

Weird and Wonderful
crap people get up to!

EDITED BY CHAD MILLER



GERMANY

Pricy Politics

German Chancellor, Angela Merkel's old 1990 VW Golf was sold on auction for a whopping €10165 or R103276.40. This isn't the first old Golf to be sold with such a high price tag, the 1990 Golf once owned by Pope Benedict was bought for nearly \$250000 by a US collector.



ITALY

Mini Motor

Italian company Volpe has created what it calls the world's smallest electric vehicle. The Zagato designed mini car is so small that it can fit in an elevator and runs on electricity, natural gas or solar power. The Volpe is 1 meter wide and its 1.5 metres tall and it's expected to go on sale in Europe next year.



ENGLAND

Phone F%&K-Up

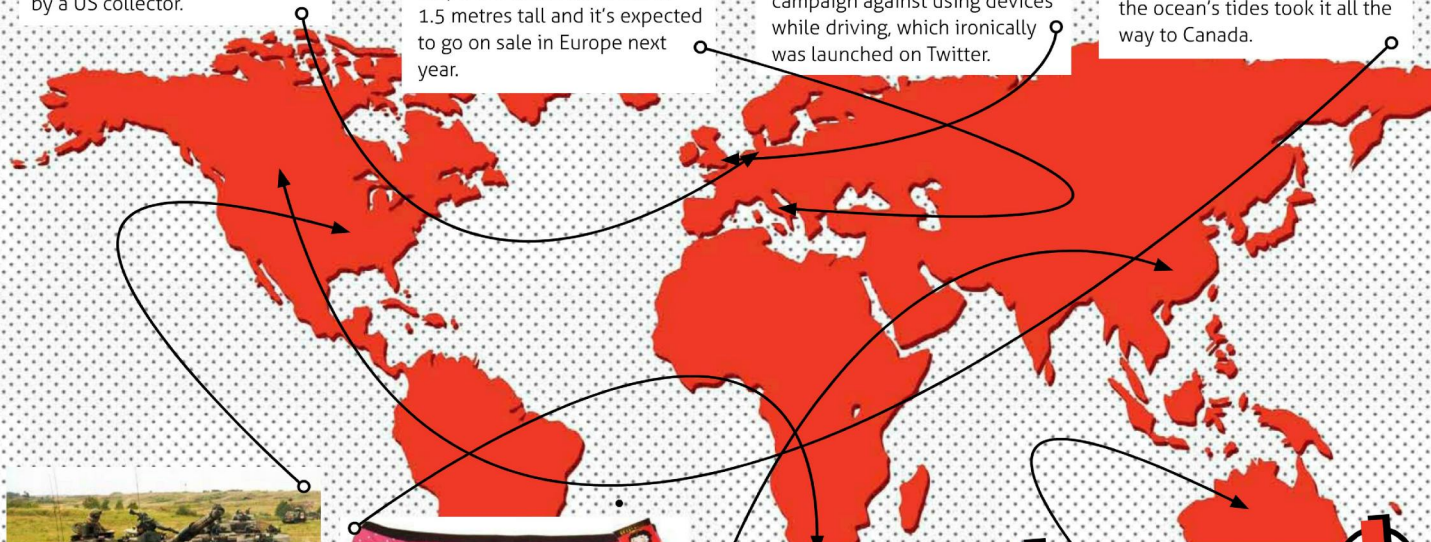
A recent survey in the UK has shown that 58% of young drivers say that they have used Smart phone applications (the most popular being Angry Birds) while driving, distracting them and turning them into much more dangerous drivers. The research was done for a campaign against using devices while driving, which ironically was launched on Twitter.



CANADA

Bike Hike

A Canadian man who was hiking in the isolated region of Graham Island came across a startling find washed up on the beach, a Harley Davidson with Japanese licence plates. The motorbike was washed out to sea by the Tsunami which hit Japan and the ocean's tides took it all the way to Canada.



USA

Tank Tantrum

Tony Burglam from the USA, who owns a company called Drive a Tank wanted to show people exactly what his British built tank could do by demolishing a house with it. The tank took half an hour to demolish the house and amazed residents



SOUTH AFRICA

Panty Plotter

A 48 year old man was arrested for defeating the ends of justice after he was caught covering his licence plate with a pair of panties. The man caused a high speed chase on the N17 highway and a Police helicopter was called in to apprehend the biker after he sped away from Police at over 200km/h before the helicopter was called in.



CHINA

The People's Car

VW has launched a new website in China where consumers can submit ideas on what they would like to see on the roads of the world's most populous country. So what have they come up with? Well, the most popular idea was a musical car which changes colour depending on what music the driver chooses and a hover car.



AUSTRALIA

Toilet Terror

Former Canadian motocross rider Jolene Van Vugt set a new record for the fastest speed achieved on a toilet. Vugt achieved a speed of 74km/h on a motorised toilet in Sydney Australia beating the previous record by almost 6.4km/h.

PERFORMANCE

PG 44
MOODY
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WITH STEFAN CRUYWAGEN



GET YOUR MONTHLY FIX OF THE LATEST DRIFT, DRAG & TRACK RACING

BRITISH DRIFT CHAMPIONSHIP TEESSIDE 2012

TEESSIDE AUTODROME came alive for the 2012 round of the BDC. Drift teams were all ready to tear up the tarmac and loads of spectators came out to see the action. First out for the day was the Semi-Pro class. It became obvious from the very first runs that everyone had upped their game from 2011. Spins were few and far between and the battles gave the judges plenty of work. It was an awesome display of driving from the grassroots class of the BDC. Of all the drivers, Brian Egan and his black AE86 stood out as he was fast, aggressive and damn exciting to watch. The Semi-Pro final came down to Brian Egan and Lee Barry. Unable to judge them apart, the battle went into an OMT with Egan taking the win and Gareth Taylor taking the third step on the podium. The bar was evidently raised in the Pro Class as well. In this class the final also came down to a One More Time from the judges. The resulting re-run was just as close, but a minor mistake from Huxley saw Christian Lewis take the Round One Pro-Class win, with Gareth Taylor in third place. Yet again the competition in the final was to close, so the judges wanted to see it again in an OMT. I really wouldn't have liked to have been a judge on this one. With crazy speeds, and matching each other throughout the entire course, the win eventually went to Shane O'Sullivan! Steve Moore placed second and Steve Biagioni in third.



SA NATIONAL DRAG RACING CHAMPIONSHIP

IT WAS TIME again for another round of the SA Drag Racing Championship at Tarlton International Raceway on Friday 27 April 2012. The action was spread across 9 high-octane categories including the insane Exhibition class. Pieter De Wit was extremely fast on the day running a blistering E.T of only 6.666 seconds at 409.07km/h with the Westinghouse Jet car in the Exhibition class. In the Top Eliminator class he was the fastest

yet again with an E.T of 7.144 seconds at 306.66km/h with his Funny car. Nico van Rensburg stepped up and dominated the Senior Eliminator class with his balls to the wall Thunderbird Doorslammer car. He ran an E.T of 7.502 seconds at 303.25km/h which is crazy fast if you ask me. Most of the other competitors on the day also did excellently and overall it was a great event.

Pictures courtesy of Corne Britz



CATEGORY	POS	COMPETITOR	VEHICLE	DIAL IN	E.T.	KM/H
EXHIBITION	1	PIETER DE WIT	WESTINGHOUSE	*	6.666	409.07
	3	NICO VAN RENSBURG	WESTINGHOUSE	*	7.491	325.72
TOP ELIMINATOR	1	PIETER DE WIT	TA-FUNNY CAR	7.050	7.144	306.66
	2	NICO VAN RENSBURG	TA-FUNNY CAR	6.850	6.965	333.54
	3	KOOS HAILEY	A-FUNNY CAR	7.850	8.031	277.86
SENIOR ELIMINATOR	1	NICO VAN RENSBURG	THUNDERBIRD	7.477	7.502	303.25
	2	RICHARD JORDAAN	NISSAN	8.600	8.581	245.30
	3	ARTHUR JOUBERT	MAZDA RUSTLER	8.400	8.555	265.99
SUPER COMPETITION ELIMINATOR	1	FANUS PIETERS	OPEL	9.710	9.744	208.77
	2	SHAUN WATSON	T-BUCKET	10.350	10.372	208.47
	3	JOHAN VAN ZYL	CORVETTE	9.350	9.574	228.18

SHEA HOLBROOK EXPERIENCES SUCCESS

TRUECAR RACING EXPERIENCED great success as their driver Shea Holbrook, competing in the Touring Car class of the Pirelli World Challenge, took home fourth, fifth and sixth place finishes in three races. Holbrook, driving the #67 TrueCar Honda Civic Si, had what she described as the best weekend of her racing career thus far. Racing

in three events over two days at Miller Motorsports Park near Tooele, Utah, Holbrook scored a sixth-place finish in the first and then a fourth-place finish in the second. She rounded out her weekend with a fifth-place finish in the 3rd race after having worked her way from the back.



BERG CUP ESCHDORF

THE BERG CUP that takes place in the small town of Eschdorf in Luxembourg is one ludicrous event. One thousand eight hundred and fifty meters in length, one hundred and seven meters increase in elevation and seven percent maximum gradient! When you look at just the numbers alone you're not getting the full picture of the Eschdorf hill climb. Nothing in these numbers tells you that there are wet leaves on the course and there are concrete drains running downhill at the side which can suck you into the scenery if you carry too much speed, if you miss the apex at turn five you're going into the armco and if you run wide on the last corner there's chance you'll end up looking a fool in front of the assembled spectators. The cars of the Berg Cup are the stars of the show.

The vast majority of cars present date from the 70s, 80s & 90s and in my humble opinion, they're some of the greatest decades of motorsport. But these cars are no relics; ground up rebuilds with little expense spared which embrace the best of modern technology. Air shift sequential gearboxes, data loggers, digital dashes and fine tuned aerodynamics. It's truly the best of both worlds. The weekend's weather played a huge roll in how the event would unfold. It started wet, dried a little but would remain wet in certain areas of the course. The long straight away around halfway through the course saw some of the cars exceed speeds of 240km/h. That's 240km/h with trees on one side and rock face on the other. This event is awesome but definitely not for the faint of heart.



ACTION PACKED V8 SUPERCARS

THE V8 SUPERCARS battled it out again at the Aldo Scribante circuit in Port Elizabeth on Saturday the 28th of April. Fifteen V8 Supercars made the trip to the Eastern Cape circuit during a race weekend that provided a dominant race victory in race one and a race ending in high drama in race two. Ben Morgenrood dominated the weekend heading the time sheets in every practice session and taking a victory in race one. Patrick Seddon came out ahead in the GT2 Class after a great battle with Des Gutzeit. Race two saw some track side horror when, on lap four Marc Auby pulled off the circuit with his car in flames. Marc was able to scramble from the burning car without injury. When the flames were finally extinguished it was evident that the car had been completely destroyed. This frightening incident brought an end to the days racing. The race 1 victory places Ben in the lead in the Championship ahead of Brandon and Jimmy. Patrick leads the GT2 Class ahead of Des.

Pictures courtesy of: www.tracksidepics.co.za



NOSTALGIC DRAGS NEW ZEALAND

LOTS OF PEOPLE don't know about the traditional side of drag racing, how it started etc. The 2012 Bryan Fraser Engineering Nostalgic Drags in New Zealand is an event that celebrates just this. Celebrating the pioneering years of Kiwi drag racing, the annual get-together, now hosted by the Bay Rodders car club, is a big event for the local hot rod racing scene. With a forecast for crisp, clear and calm weather conditions, and staging lanes packed solid with cars, it was definitely a good day! From Autolite Dragway, located 45

minutes drive south of Auckland, played host to the event. Created by the local rodding community, the strip opened in 1973 as the first purpose-built facility of its kind in New Zealand. One of the best things about the Nostalgia Drags is the variety of cars that come out to play. You'll see everything from Lead Sleds, 1932 Roadsters, old school muscle cars, 30's pick up's and Topolino's to name but a few. This event really takes drag racing back to its roots and it just showcases some good old tyre-burning chaos.



MONSTERMOB SHAKEDOWN

THE WELL KNOWN Monstermob held the first round in their new drift series: Shakedown at their track in Kimberley and it was well attended by the coastal competitors and a few Johannesburg entries. Jacques Lemmer in his V8 powered BMW E36, from Cape Town was throwing white smoke everywhere and walked away with the 1st place podium position. The crew from KZN Drift also joined in on the action. Shain Ferreira's new R33 bore the brunt of an untimely mistake and made some unwanted contact with the unforgiving walls. Overall it was a good start to the series and we're hoping that it grows into a very successful series.

Pictures courtesy of: Jennifer Gregory, Monstermob and Freestyle Films.

RESULTS

POS DRIVER

1. JACQUES LEMMER
2. PIETER SMIT
3. SEAN FEBRUARY
4. WADE VAN ZUMMEREN



FABIENNE TAKES PODIUM AT AL AIN RACEWAY

FABIENNE LANZ TOOK part in the final Rotax DD2 Challenge race at the invitation of the Al Ain Raceway, racing the circuits own demo model Haase kart. Fabienne had not raced on the Al Ain track before and had her first opportunity to get to grips with the unfamiliar Haase chassis all in just one day. This, coupled with the engine issues gave a very challenging situation for the UAE's favourite female kart star. Having missed most of her practice Fabienne had to do all her set up in the warm up sessions and was delighted with her third fastest time despite the problems she was facing. During the first heat Fabienne was still trying to get the set up right, but still managed to post the fastest lap time. During the final race Fabienne made her moves stick during the first 10 laps as she managed to climb up to take the lead for the remainder of the race till just four laps from the end when Fabienne's chance of a win faded as her old tyres started to degrade. Fabienne was beaten to her first place finish by a championship contender Oliver George, who was battling for valuable points and she was happy to settle for second place as a guest driver representing the Al Ain Raceway. Hasher Al Maktoum finished the podium in third place. **Pictures courtesy of: www.fabiennerracing.com**



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PERFORMANCE TALK

WITH: CHRIS KAMBOURIS
FROM: TURBO DIRECT

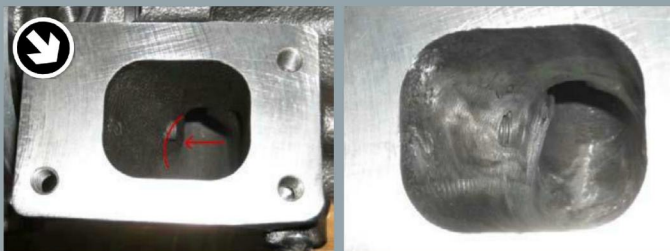


FORCED INDUCTION PART 18

Are you missing a part from the series? Don't stress, you can order back copies, call 011 781 1498 or email: mmr@maxmyride.co.za Only while stock lasts!

Hey tech-heads, how's it going!? We back for the final article on the Purple People Eater project, BUT first, here is a dyno graph of the TurboDirect Golf 2.0 16V Turbo, which we installed the NOS onto...and which had the busted gearbox. Right as promised here it is, the golf runs 0.7Bar boost, turbo alone and makes nice power. We ran the car on the dyno without NOS and the best result we got was 217KW and 365NM, and then did the first NOS run. We used a 0.028" Fuel jet and a 0.040 NOS jet, the power figure was okay but running rich, we then changed the Fuel jet to a smaller 0.024" unit and maintained the 0.040" NOS jet, and we awoke the beast that Nitrous Oxide has a reputation of bringing to life and we never broke the engine!

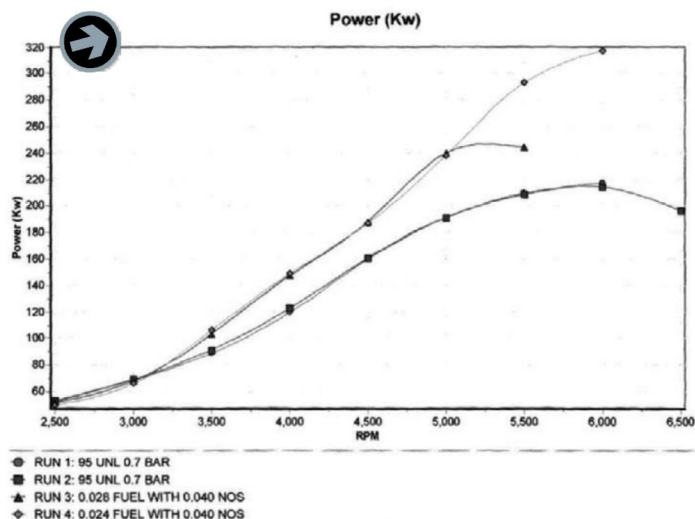
Right, let's get back to business with the Purple People Eater. There was more work done to the turbine housings inlet, here are the difference between the two housings, you will see a substantial amount of work done on the inside of the housing, including the removal of the protruding bolts that hold the bearing housing onto the turbine housing. All turbos have these bolts protrude into the turbine housing volute and we machined this away.



We also made some mods to the wastegate outlet for flow and heat reasons.



Here is a picture of the manifolds which required modification to flow match the turbine housing, and next to it, the machined unit ready for installation.



Okay, let's compare the two turbochargers next to each other now.

Some information on the HKS 2540 and Garrett GT2860RS turbos, the HKS unit runs a Garrett CHRA. All the rotating assembly parts are GARRETT, HKS use their own housings, and actuators. Many people argue over this fact, but it's true.



Okay, the HKS turbine wheel and A/R of the turbine housing are IDENTICAL to the Garrett GT2860RS turbo, the only difference is the mismatched compressor wheel (mismatched for this application!)

HKS Compressor wheel Measurements:

Inducer – 52.7mm

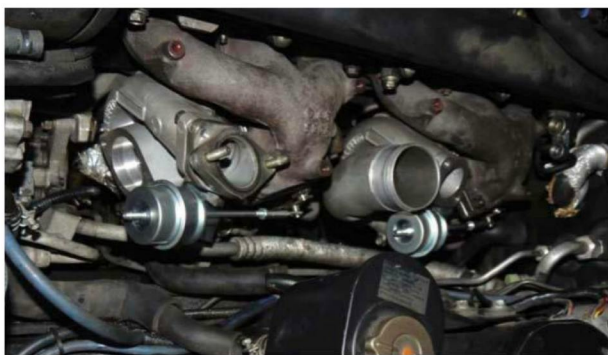
Exducer – 76mm

Garrett Compressor Wheel Measurements:

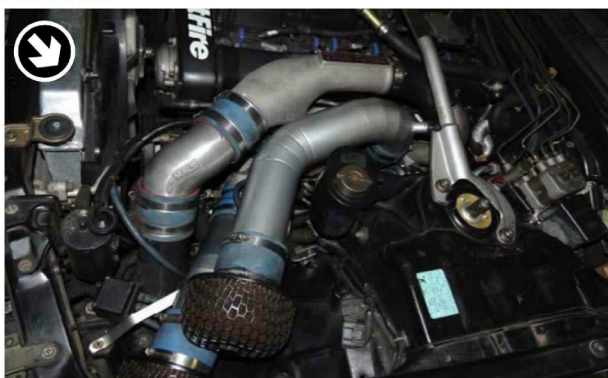
Inducer – 47.2mm

Exducer – 60.1mm

The HKS wheel has a 5.5mm larger Inducer and a 15.9mm larger Exducer than the Garrett compressor wheel; we will see what happens when we run the comparison on the dyno later. First let's get the turbos installed. At this point I would like to extend a huge thanks to Shane from No Sweat Racing, Shane and I started this turbo swap at 10:30 AM on Saturday morning and finished at a touch before Midnight including the dyno tuning which Stevo did, shot gents, job well done...as usual!!



JOB DONE!!



The GT2860RS turbochargers are smaller and were boosted 0.2bar less than the HKS turbochargers and made such an improvement over the larger counterparts, this proves again that bigger is not always better. Customers have come to me and asked me to spec and build a turbocharger for their 2.0 16V engines, with a power delivery of around 600HP +, these customers have all used the cheap T66 and T72 copy ball bearing turbochargers which failed! When I show the GT3582R and GTX3582R turbochargers to these customers, they question their ability to make the same power as the huge copied turbochargers due to the size of the Garrett Turbo, one customer challenged me on this until I took him for a ride in the TurboDirect Golf which is not using a Garrett Dual Ball Bearing turbocharger but a hybrid Journal bearing unit. After a run at 1.5bar boost, the customer came back with his mind made up. The GTX3582R was installed onto this customer's Mazda FE engine he came in and thanked me! He made more than 120KW extra and 170NM at lower boost than on the Chinese T66 which has a 4mm smaller inducer and 12mm smaller exducer compressor wheel! The turbocharger chosen for a specific engine MUST be made correctly based on the type of driving and application the vehicle is going to be used for. This gets in-depth, and there are plenty fallacies surrounding how to MAP a compressor for an engine, I'll go into this in articles to come, to clarify the facts.

In closing, two things; firstly, make sure the person supplying the turbocharger knows what he's talking about, has technical training from the turbocharger supplier (ask for certification) before you just buy the first cheap turbo you see advertised, you can go horribly wrong with an incorrect purchase.

Secondly, the mods we did to the turbine housing and manifold most certainly accounts for HP improvements and boost response. If done correctly, you should see around an additional 20KW and possibly 35NM over the stock unit.

Well I hope that has shown you something interesting, and look out for more in-depth technical insight coming soon and don't worry I haven't forgotten the EVO dyno graph, it's coming. We've busted a gearbox due to reckless driving, but it's all part of the fun and remember – you enjoy horsepower – WE OWN IT!!!

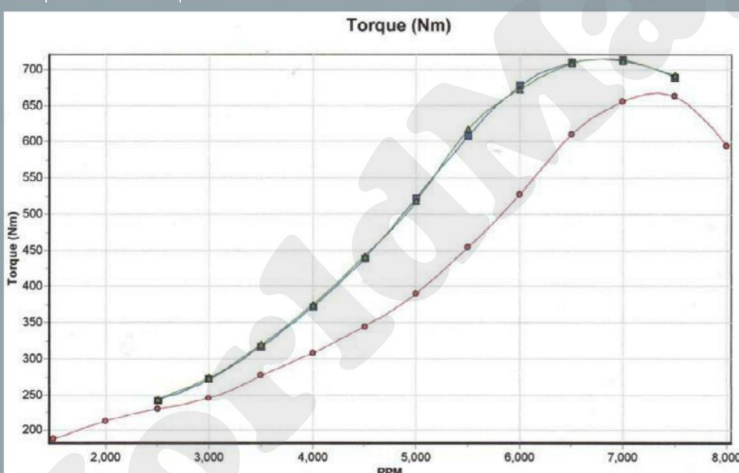


This is the dyno result of three runs, the HKS2540's versus the GT2860RS units, this KW outline shows the HKS in RED, and then 2 consecutive runs with the GT2860RS units in blue and green. As you can see the HKS units are very laggy as the power really starts coming in strong at around 5500RPM upwards.

The blue and green lines are almost lying on top of each other, these were two separate runs one after the other with the GT2860RS turbos, you will see that there is almost 20% more power under the graph in comparison to the HKS graph, the power increase starts showing its head from 2500RPM all the way to red line. You will also notice that by the shape of the graph, the GT2860RS turbos due to their smaller size move the power delivery to the left of the graph by approximately 1000RPM.



Next let's look at the torque curve, this looks much the same as the power one, except that there is a considerable increase in torque throughout the entire RPM range from 4500RPM until 6500RPM there is 100NM more torque and this tapers off to an increase of around 30NM more at 7500RPM



REMEMBER TO CATCH THE NEXT ISSUE FOR PART 19

TECHNICAL WORKSHOP

YOUR QUESTIONS, OUR ANSWERS, NUFF SAID
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CAMBER CORRECTION



HERE'S THE ANGLE

Hey MMR

I wasn't really a huge car fan until I started reading Max My Ride and let's just say you guys have really converted me. Since my conversion, I've been going to a lot of car shows lately here in Cape Town and seen that loads of cars had wheels which sit an angle. Why have they done this or is something broken?

Marshal
Cape Town

Hey Marshal

Your question is quite valid as not many people know about tyre angles, set ups and what the benefit is. I'll keep this really basic due to space constraints; the angle of the tyre with regard to the road is called the camber. When the tyre's top edge face out more than the bottom edge it's referred to as positive camber while negative camber is when the bottom edge angles outwards. When the tyre sits vertically at 90° it called zero camber. Most race cars run negative camber because when going through a corner, the angle of the tyres pushes the force through a vertical plane as opposed to across the tyre. Also, added weight on the front axle could put the tyres into a negative camber position. Zero camber on the other hand is best for cars accelerating in straight line because it creates the largest contact area between the tyre and road. Finally, on the show scene lots of people run negative camber because it looks cool.

Chad.

SMOOTH AND SHAVED



A DOOR POPPING Q

Yo Max My Ride

Thanks for the cool magazine I make sure I get my hands on it every month and read it cover to cover, even the copyright stuff to make sure I've seen everything in the mag. Anyway I saw a Toyota with no door handles and I think it looks really cool but how do they do it and how do you manage to get the doors open?

Shot Guys
Arshad
Lenasia

Hey Arshad

The mod you referring to is called shaved door handles and it's something that's been around for quite some time now. If you want to shave your handle most body shops will be able to pull off the job, this involves removing the stock door handles and filling the hole with a metal plate before it's all smoothed over so that it looks stock. To open the door an electrical solenoid is used to pull on the inside mechanism and this solenoid is usually controlled by the central locking remote. There is one problem though; the cops don't really look too fondly on shaved door handles because they see it as a safety hazard if they need to get the occupants out of the car in an emergency. This means that if you're stopped you could land up getting a fine or even worse, have your licence disk removed.

Chad.

ASTRONOMICAL



OPEL POWER PLAY

Hi Max My Ride

I am a new comer to this mag and it's really captivated my imagination. I've even told myself I just have to have this magazine and I would like you guys to help me learn a few things I need to know about my car. I drive an Opel Astra 1998 model, 2.0 8 valve stock standard and I want to know how to trick out the engine and the cost that's involved in doing so?

Steven
Windhoek, Namibia

Hi Steven

It's always cool to hear from readers from across our borders, where you have access to way cooler cars than we do (Hint: Dump the Opel and get a Skyline WINK). Any way if that's not an option, we'll try and help you ease out more power from the stock motor. Keeping costs in mind I'll say stick to the stock motor and get a few N/A mods done to the car. Start off with an induction kit, they don't offer much in terms of power gain but they sound nice, and also fit a full performance exhaust system with branches. To go bigger you should then consider gas-flowing the head, fitting larger injectors, throttle bodies, a performance camshaft with a vernier pulley and a piggyback chip or stand alone fuel management system to get the fuelling and control right. Don't forget that this will require the car to be dyno-tuned as well. Last on the agenda is turbo charging, this starts with simple low boost applications and moves up to full engine rebuilds. Pricing ranges from a couple hundred bucks for an induction kit to about R25000 for a turbo kit. Phone the tuners in the magazine to find out what you can afford.

Chad



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CIVIC

WorldMags.net



STORY BY: CHAD MILLER PHOTOS BY: STEFAN KOTZE

Here in Gauteng, it seems that everyone has something against Hondas. Go to most car meets and you'll find loads of VW's, BMW's and even Toyota showing off with the Hondas all hiding in the corner if any show up at all. Down in Cape Town though Hondas rule the roost and maybe all the Vaalies who drive Hondas have run away to join their Honda minded brothers down in the Cape. This is just a thought. Personally I don't know why Gautengers don't trick out more Hondas, they look good, are quite plentiful and the EK line must have produced the sexiest hot hatch to come out Japan in like forever. This anti-Civic feeling that seems to surround the German loving Highveld is quite disconcerting and you can see why some so-called Honda fans have run away and joined the VW fraternity. Two Honda fans who are not that cowardice are Kishan Bhana and Farhaan Ebrahim from Pretoria. They haven't fallen for all that mumbo jumbo about German Engineering and instead stuck to their guns when building two extremely hot Hondas.

Continued on next page...

PTA'S HOTTEST HONDAS SHOW US HOW IT'S DONE.

PRIDE

Continued...

To start off, we'll take a look at Farhaan's car, purely because he's the younger of the two. He drives the 1998 Ballade and thanks to his ample list of mods, the family sedan doesn't have to live in the shadow of the performance orientated hatch. On the outside is where the Ballade has seen the most amount of work but because it's so subtle you wouldn't say and that's the way you trick out a Honda especially after the horror stories we saw on The Fast and The Furious involving Hondas. To make the Honda stand out, in an understated way Farhaan chose to smooth over the original bumper and extend it just a little bit to give the car a lower stance while at the back the tail lights were replaced with a set of semi-clear lenses and the side repeaters were given the same treatment. These are the only mods done to exterior and there's not one thing I would want to take off or even add.

To make the most of the exterior changes

a proper set of wheels were chosen and for this Farhaan went through to The Wheel Shop. Here they hooked up Farhaan with a set of 18" LS Work two piece split wheels which measure 9J all round! That's super wide and mad on a car the size of the Ballade. To protect the rims, a set of Wanli tyres were mounted that measure 215/35R18. To get the rims to fit, Farhaan had to have new hubs from an EK9 CTR fitted which could accommodate a five stud PCD and the fender lips had to be cut to clear the wheels. Now that's dedication! With such big wheels on the car, you would suspect Farhaan would leave the ride height stock in order to achieve some sort of ride comfort, well he didn't. Instead he fitted a set of Skunk 2 sleeve overs which lower the car. These, along with the adjusted rear camber give the car that sexy negative rear camber which always looks so good.

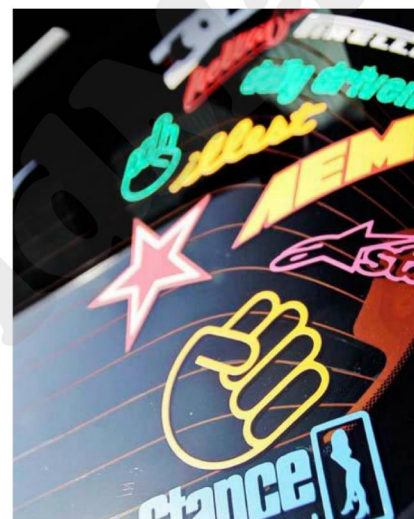
On the inside, the same simple theme from

the outside has been carried through. This means the stock leather VTEC seats have been retained but spruced up thanks to some red stitching which contrasts brilliantly with the black leather. Apart from the 20 metres or so of red cotton, the inside of the car has also seen the addition of an imported gauge cluster which looks a trillion times better than the stock black and white gauge cluster. Sharing the interior is the car's "small" but adequate sound system that's comprised of a custom built box in the boot which houses two 12" Pioneer 800W subwoofers playing off a 3200W Reference Audio Monoblock amplifier and all controlled by a Sony USB headunit. All the audio stuff was fitted by Farhaan himself and he did a damn good job if I must say so myself.

The sound in the boot may be pumping but what really gets the car moving is what you'll find under the hood. Here Farhaan kept

Continued on next page...





Continued...

the stock 1600cc VTEC motor but added a few extras so that it could breathe easier like the cold air induction kit and the 57mm Wildcat exhaust system. To make the engine look cool, it was finished off with an original EK9 Type-R engine cover. As the motor stands now it pushed out 118kW with 120Nm of torque but because it looks so good with the Type-R cover I'll give it an extra 10kW and Newtons for the hell of it! The motor is still connected to the front wheels via the stock 5 speed gearbox whose job it is to turn those giant wheels.

After seeing Farhaans car, you wouldn't think that this is his first car and the way he's tricked it out you'll swear he's been in the Honda game way longer. His partner in Honda crime though is Kishan. He's also taken his Honda Civic to another level and for me, it one of the hottest Civics I've seen rolling on GP plates. To achieve that accolade Kishan also went all out on his Civic but chose to keep the ever green JDM theme going strong.

The car's JDM look starts on the outside where Kishan treated the front bumper to

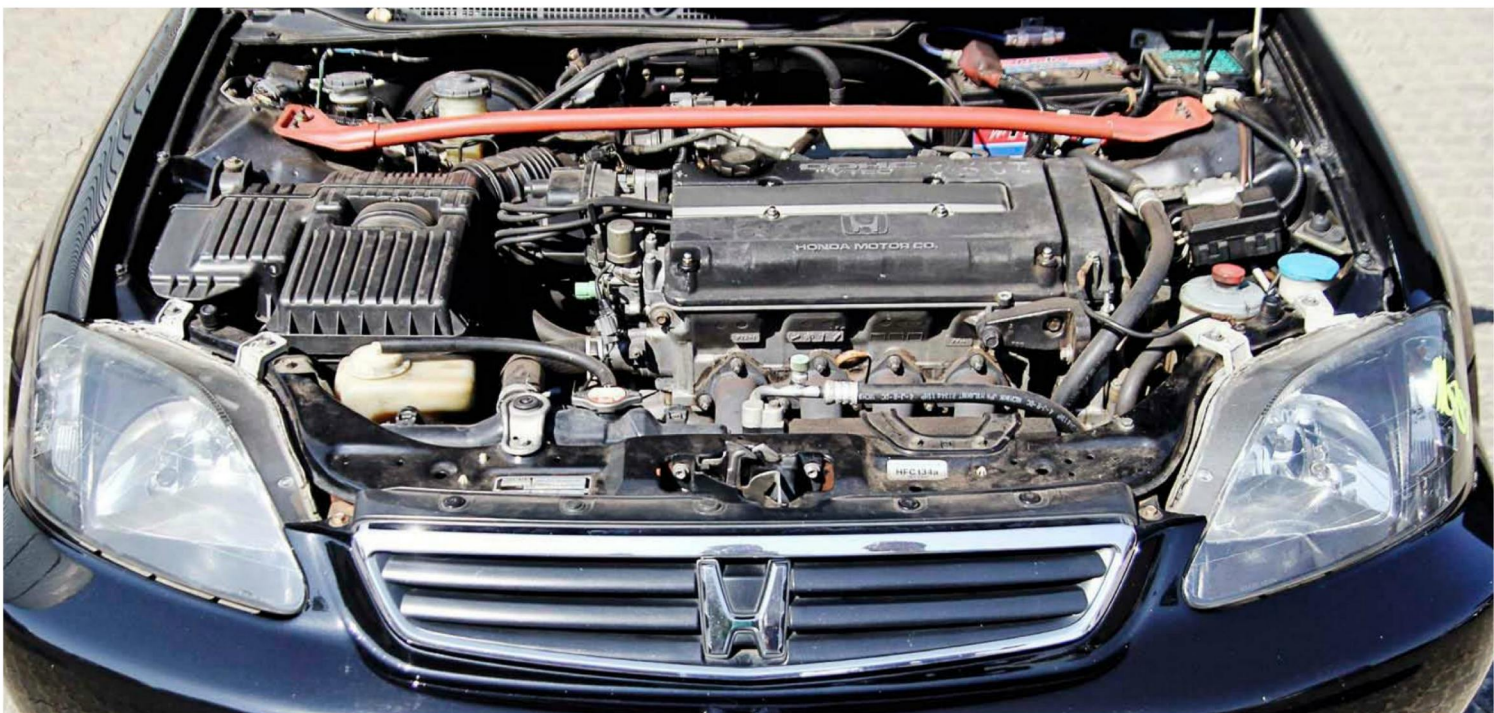
a Prelude front lip while the rear received a Type-R lower apron. On the rear hatch though is my favourite part of the car, the extended Type-R wing which I've never seen in real life. Keeping with the Type-R theme, Kishan also fitted a set of Type-R headlights and semi-clear taillights. Finally to finish off the outside, a few stickers were added to the rear window.

Inside the car, everything has been kept stock except for the addition of the Megan Racing BC pillars bars but I'll get to these when I tell you about the car's suspension. In the boot though two very "non-stock" 10" Pioneer subwoofers can be found along with set of Pioneer 6x9's, mids and Super tweeters all powered by a Hennessey AB45 four channel amplifier and Alpine V12 amplifier. All these components are controlled by the JVC EXad headunit.

Moving to the engine, this is where this Honda gets really exciting, not that the other bits weren't exciting enough but rather because this motor is a real jewel. This Civic is not fitted with a normal 1600cc motor, oh no. Instead there's a B18C 1800 VTEC motor from

the Integra. The motor is not stock though as it's been tricked out with a whole bunch of goodies from ITR, including the whole valve-train assembly which includes the cams and titanium retainers. The stock exhaust system was also chucked in favour of a full 65mm system and to set up the fuelling, a UniQ chip was added. These mods see the motor push out 140kW which is exactly what you need in a sexy Civic body. The gearbox in the car is a 5 speed manual but a CC clutch was added and there's a GSR Limited Slip Differential to make sure the front wheels put down the power in equal measure.

Talking about the front wheels, and the wheels in general, they're a set of uber sexy staggered fit 17" BBS RS wheels with a double stepped lip and to add even more drama to them they've been sprayed red. They're wrapped in Pirelli PZ Nero rubber measuring 205/40R17 to help the car get more traction on the road. To help the tyres in their effort to maintain traction are all the car's upgraded suspension bits. This starts with the Skunk 2 Pro-Series coilovers and to help tighten up



the chassis are a Megan Racing front and rear strut braces, a lower tie bar and those B-C pillars bars I told you about earlier. The suspension upgrade doesn't only give the car the lowered stance it needs but it's also functional, exactly what you need. Finishing it all off are the brakes which retain the stock calipers but uses a set of slotted disks

to make sure the car stops as quickly as it goes.

With everything that's been done to these two Hondas, they really stand out on the custom car scene up here on the Highveld and we glad that these guys showed their Civic pride loud and proud!

THE WORX



VITALS

Name: Farhaan Ebrahim

Age: 18

Occupation: student

Next Car: Honda DC5 Integra

Thanks and free plug: I would like to thank my father, in fact my whole family and all my friends. Shaheen from The Wheel Shop and everyone who helped me with my build

1998 HONDA BALLADE
VTEC EJ

MOTOR:

1600cc VTEC four cylinder 16 valve DOHC

MODS:

Cold air induction kit

57mm exhaust Wildcat exhaust system

EK9 Type-R tappet cover

Car produces 118kW and 120Nm of torque

DRIVETRAIN:

5 speed manual

BRAKES AND

SUSPENSION:

EK9 CTR brake disk

Skunk 2 sleeve overs

Negative rear camber

Rear camber adjusted

WHEELS AND TYRE:

EK9 five hole hub conversion

18" 9J LS Work two-piece split wheels

215/35R18 Wanli tyres

EXTERIOR:

Modified front bumper

Arches modified to accommodate the wheels

Semi-clear taillights

Clear side markers

AUDIO:

Sony Headunit

Custom built sub box

2 x 12" Pioneer 800W subwoofers

3200W Reference Audio monoblock amplifier

VITALS

Name: Kishan Bhana

Age: 31

Occupation: Marketing Manager for Malas

Next Car: Honda S2000

Thanks and free plug: I would like to thanks everyone who helped me with parts, building the car and carrying out the engine swap.

2000 HONDA CIVIC VTEC EK

MOTOR:

B18C four cylinder 1800 16 valve VTEC

MODS:

ITR camshafts

ITR valvetrain with titanium retainers

63mm Exhaust system

UniQ chip

Motor produces 140kW

DRIVETRAIN:

Stock 5 speed manual

GSR Limited Slip differential

CC Clutch

Front wheel drive

BRAKES AND

SUSPENSION:

OEM calipers

Slotted disks

Skunk 2 Pro-series coilovers

Megan Racing Front strutbrace

Megan Racing rear strut brace

Megan Racing lower tie bar

Megan Racing B-C Pillar bars

WHEELS AND TYRE:

Red 17" BBS RS wheels

205/40R17 Pirelli PZ Nero tyres

EXTERIOR:

Prelude front spoiler

Type-R rear apron

Type-R rear hatch spoiler

Type-R headlights

Semi-clear rear taillights

Various stickers

INTERIOR:

Stock black VTEC leather interior

AUDIO:

JVC DVD Head unit

2 x 10inch Pioneer champion series subs

Alpine V12 Amplifier

Hennessey AB45 4 channel amplifier

2400 watts

Pioneer mids

Pioneer super Tweeters

Pioneer 6 x 9's



GET

EDITED BY CHAD MILLER

THE LOOK SLEEPER CARS



In the custom car world everyone wants to get noticed by building a hot looking car but within that community there are many who build cars that may not stand out in terms of looks but rather for what's under the hood. These cars are referred to as sleeper cars, normal boring cars, wagons and even vans with a lot of power and a whole host of other mods aimed squarely at performance and

handling. The origin of sleepers lie in illegal drag racing where guys would race for money and people would assume the flashier cars ruled the roost only to be beaten by a car no one would assume would win. Sleeper cars can fall into two categories, factory sleepers and custom built sleepers and for this article we'll focus on custom built sleepers.

1 EXTERIOR

Sleeper cars are meant to look plain and simple, so no body kits, wheel arches, graphics or anything overt. You really want to keep the car looking as stock as possible and in some cases owners make the car look a little worse just to make it seem like it's at more of a disadvantage. What you can add though are a few aerodynamic aids such as DTM cup style mirrors,

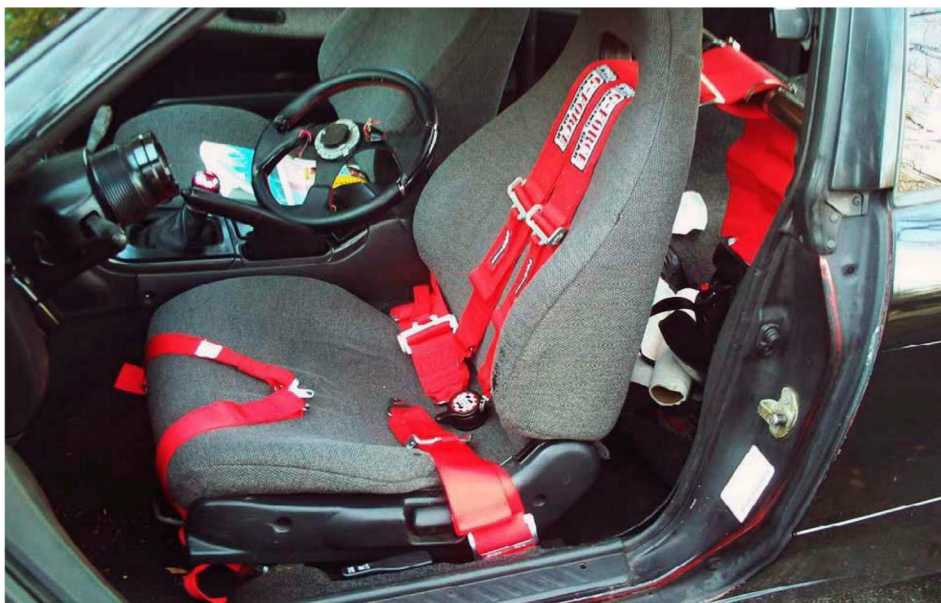
subtle spoilers or splitters which aid performance. Finally, to really give your car some more under dog status add the badging from a lower spec model, so if you're driving a 300kW+ Conquest stick on the badges from a 1300 Tazz. If you wish to go for weight saving carbon fibre components, have it painted so that no one knows it there.





2. INTERIOR

Most sleeper cars still maintain their stock interiors with anything, like gauges usually hidden or made to look like they blend in. For safety though some sleeper car drivers will fit more race focused equipment inside their cars like racing seats, harnesses and after market steering wheels but all done in a way that blends in. If you do fit a whole bunch of race inspired interior components I suggest you tint the windows so that no one can take a peak inside and get an idea of what this car can do.



WHEELS AND SUSPENSION

3

Here in SA we love our rims so feel free to fit what you like. But don't go to crazy on the width and colour, it's all about understatement. Suspension wise is where you can go crazy. Fitting high performance suspension parts will give your car the ride and handling the car need to handle the power it has hiding under the bonnet



GET

THE LOOK SLEEPER CARS

4. PERFORMANCE AND TUNING

Sleeper cars are all about speed and performance so when it comes to tuning you **MUST** go all out. Engine swaps, turbochargers, performance exhaust systems, nitrous etc. are exactly what you need to have hidden in your sleeper car. With regards to your exhaust system don't make it too loud and don't make the exit too large, this could give away the cars true intentions. Also try and hide any performance orientated extra so paint your intercooler black behind the bumper and hide the nitrous bottle.



AUDIO

5.

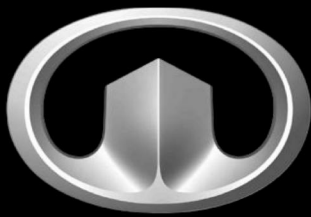
When it comes to audio inside sleeper cars, I am tempted to tell you to bin it because subs and amps add weight. But driving and having music to listen to rocks so keep your sound system. What you must do though is keep it simple, just a single sub in a box

with an amp and splits will be fine. If you do want to perform your best on race track, build the sub and amp into a removal box, this will allow you to have your tunes on the road and perform your best on the track.

When it comes to shocking people on the streets and and really putting the underdog on top, sleeper car are the way to go. With understated looks and shiploads of power, a sleeper car is the ultimate weapon against any super car



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THE RACING LINE

WITH JUSTIN ROBERTSON



FUELING A PASSION - EXCITING THE SENSES

I hope it was a good month for you and you did as many laps as possible. On the track this month, we first headed down to Aldo Scribante in Port Elizabeth for the national championship series where we had 5 VW Polos entered in the Engen Polo Cup. The Polo Cup series is designed to be where every competitor has the exact same equipment as supplied by Volkswagen who run the series and are there to keep a strict control on the rules and specifications of the cars in order to create a series where the drivers and final setup of the cars are the only difference between competitors. This series is currently the biggest field in the national championship racing and the breeding ground for some of the best driving talent that South Africa has to offer, the average field this year has been 30 cars on the grid making real intense action on the track. At Port Elizabeth the top 19 drivers all qualified within a second of each other, that's super close and ultra competitive.

To keep competitive in a series like this there are a few essentials

1. Vehicle preparation
2. Driver preparation physical and mental
3. Practice
4. Financial support and stability (sponsors)
5. Back up crew and support



Over time we will discuss these topics and other requirements to participate at this level of our sport locally. This is currently the premier series to compete in, in South Africa as there is no grid that has the number of entries and is as competitive as Polo Cup has been over the past two years. All cars are fitted with a sealed 2.0 litre 16 V engine coupled to a 6 speed gearbox, up front they make use of Audi TT calipers, with the rear also using disc brakes and a specified standard Ferodo brake pad is used front and rear. Since its inception 15 years ago, the series has used a 15" slick tyres supplied by continental made mainly for the series. It is an art on its own for the drivers to learn to conserve the tyres as they are only allowed two new tyres per event which covers qualifying and sometimes three heats in one days racing, so learning to work with your equipment as smoothly as possible is essential. A locally produced shock absorber is

specified which also adds a whole dimension to being able to drive a Polo fast around a circuit but this is what makes this such a challenging series. The racing Polo is well known amongst racing drivers as probably the most difficult and challenging car to drive, but drivers who have mastered the car and series, have gone on to be able to drive extremely well in any other events they enter and other vehicles they drive. From a safety point of view the car is fitted with a full rollcage that is installed by VW Motorsport so the driver is always safe in case of any mishaps and the series carries an excellent safety record. An item that is free for driver choice is the seat but it must be an FIA approved item, most of the drivers will opt for a full wrap around seat with head restraint. A 3" seatbelt will keep you strapped down tight and in your seat. Every other part on the car carries exact specifications and must match the new parts supplied by



Volkswagen . VW motorsport does assist competitors financially with better prices on parts and they have a spares truck that goes to every event with spares to assist competitors. A guideline for a budget to race Polo Cup for a season will cost R 250000.00 which are the running costs for the year excluding major accident damage should you have any of those . A new car will cost in the region of R 160000.00 when fully kitted and ready to race . A plus side to the Polo Cup series is the fact that every event is televised on Supersport which helps when approaching a sponsor to assist with your costs .

The 2011 Polo Cup champion is Devin Robertson who drives for the Big Boss Auto / Liqui Moly team and totally dominated the championship in 2011 . At only 19 years old ,he wrapped up the championship with 4 heats still to go which is rare as that championship normally goes down to the last heat of each year. In 2012 he has had an up and down start to the season with three heat wins, a mechanical failure; but then an unusual low qualifying at PE saw him have to battle his way through the pack on a tight and narrow track showing how important driver preparation, both physically and mentally can be . Racing at this level is stressful and drivers apply huge amounts of pressure on themselves to perform . The drivers need a good support structure around them to alleviate this pressure and assist them. Parents or sponsors who merely add to this pressure do not do the driver any good in the long run, but normally just break his confidence down and will see a drop in performance whenever this extra pressure is exerted . Rather help and support to ensure they still get to enjoy what they are doing. People who have not competed themselves will be surprised at the level of concentration required and mental levels required that 10 or 12 laps of national championship racing can take and that is what makes proper training and practice so important to be competitive . Being able to concentrate properly for 100% of the race and not making any unforced errors can be the difference of being a champion or runner up.



To the less serious stuff , if you are going to start yourself off with club days or open track days then probably the first purchase that should be on your shopping list will be a spare set of rims so that you can fit a set of semi slicks to use on these days. Semi slicks are road legal so can be fitted prior and driven to the track , used for your track sessions and then driven back home . Normally after a good few sessions on the track you will drive home quite sedately anyway so the extra use on them will be negligible as the road just cannot give you the same exhilaration as being on the track can . Also on the way home you will immediately notice all the outside dangers that our roads throw into the mix taking away the driving pleasure . The semi slicks will offer a lot more grip than road tyres on track and improve your lap times , you will also find that they do not

wear down as quickly as road tyres will when getting punished on the track .At most tracks you would probably improve your times by an average of two seconds per lap by using semi slicks. A full slick tyre would give another improvement in Laptimes but full slicks are normally more expensive,don't last as long and they are also not road legal . Full slicks will also suffer a loss in laptimes as they go through more heat cycles so they are not normally the best option for track days as your first objective when starting off should be to learn the lines and get consistency , the sooner you can be consistent the easier it will be to improve . There is a saying about rather being consistently slow than a one lap wonder as someone that is consistent is guaranteed to improve the more they do it and is normally a better student than someone that does not have the basics right.

When purchasing the rims for track day use there are a few areas to look at:

1. Rim size: Check width and tyre availability in semis before buying. It is important to know that you will be able to get semi's and what tyre prices will be when you need to replace them and certain more popular sizes are cheaper than less popular sizes even though they maybe bigger

2. Rim weight: Your rims need to be as light as possible bearing in mind that proper lightweight wheels will be a lot more expensive but will not make much of a difference for track day use and weight difference will only normally be appreciated by more experienced drivers and when you are extracting every last fraction of time out of the car, so yes if you have the budget for it but not an essential if you don't

3. Rim style: Go for something that will offer best cooling possible for the brakes and not something that will keep the heat in

4. Rim offset: If possible go for something that will have a lower offset than vehicle normally uses as this will bring the wheels slightly outwards and improve handling , always checking what the standard offsets are and not going higher than that or altering offsets where the car, as standard runs different offsets front and rear then your new wheels would have to have similar offset difference or it could affect handling quite drastically.

5. Further development of the car: Making sure that if you are going to upgrade brakes at a later stage, then the wheels will allow for that or any other development you might plan so that you do not end up spending money twice on the same things because they are no longer suitable

If you're in doubt rather call an expert or somebody you know has some experience with it rather than just getting sold the set of wheels just because that is what the dealership has in stock or you can give me a call on (011)907-0678 if you need some help

Wishing you a successful month and see you at the track , we were also at a Wesbank Super Series national event at Zwartkops on the 26th May and I will let you know how it went in next months article.

Pictures Courtesy of : www.boostsa.co.za - www.tracksidepics.co.za

MOODY BLUES

**SPORTECH JUST GAVE
THIS *GOLF* SOMETHING
TO RANT ABOUT**

If cars were people, the VW Golf would be the most agro person out there, why? Picture this, you walk into a room and everyone is not only dressed like you but they all look like you as well. Going back to Golfs, this is exactly how they must feel because most of them all look the same and when they do stand out people tend to copy them.

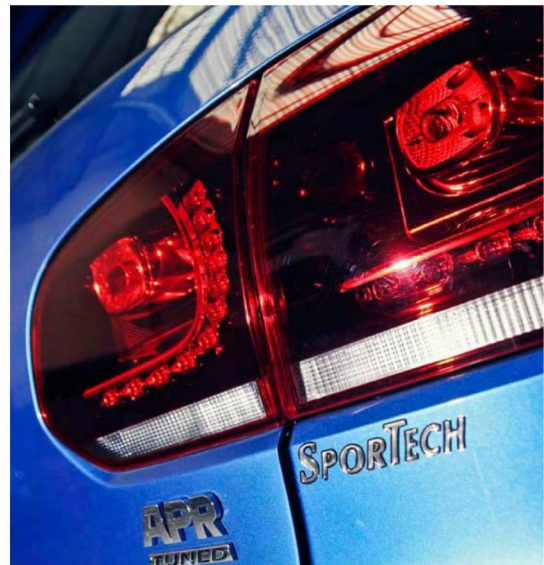
Not even the special edition Golfs can escape this copy cat syndrome. How many people out there ARE NOT driving Mk4 GTi-R's or Mk5 R32's? But after slapping on a copied kit you may just think the driver is rolling in a limited edition. This was a fate that the recently released Mk6 Golf-R was facing. It had striking looks and the power to match, so naturally people with lesser Golfs copied it. So, how does one get away from this?

Well, you take your car to Sportech who will put it into a league that most other Golf drivers can only dream of!

This is exactly what Chad and his team have done to this Golf-R using some of the best bits out there from two separate continents. The car itself is a 2012 model and because it's the R, it comes with a really sexy body kit that sets it apart from the other models in the range. Underneath the skin, there's all-wheel drive and a jewel of a motor. That's a very appealing package but like I mentioned Sportech have given it quite a host of upgrades. All the upgrades were done with track days in mind and so they are more mechanical than cosmetic but when you find out what's been done, the cosmetics won't faze you at all!

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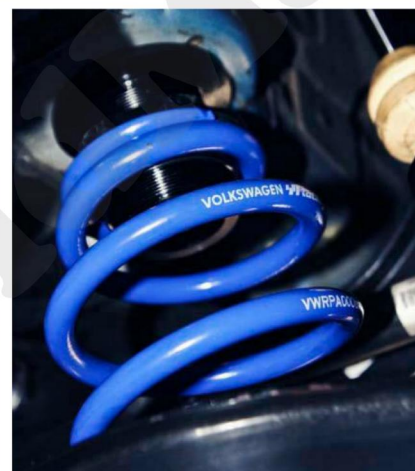
Given that the Golf-R is so impressive from the factory, Sportech knew they had to use only the best parts to upgrade the motor and since they are agents for APR Tuning, they already had some of the best parts at their disposal! APR Tuning are well known in the VW tuning world and on this particular car Sportech installed the APR 3 stage kit. The brilliant thing about this kit is that everything comes packaged together so you don't need to try and mix and match parts in the hope of getting it right, APR has done that for you and got everything spot on. What's also really impressive is the fact that to fit the kit you don't remove the motor, only the front bumper and the sub-frame was lowered, all the parts then simply bolt on and you're left with a car that doesn't only perform but the engine bay still looks neat and not like a cow gave birth on it like some other conversions. The kit

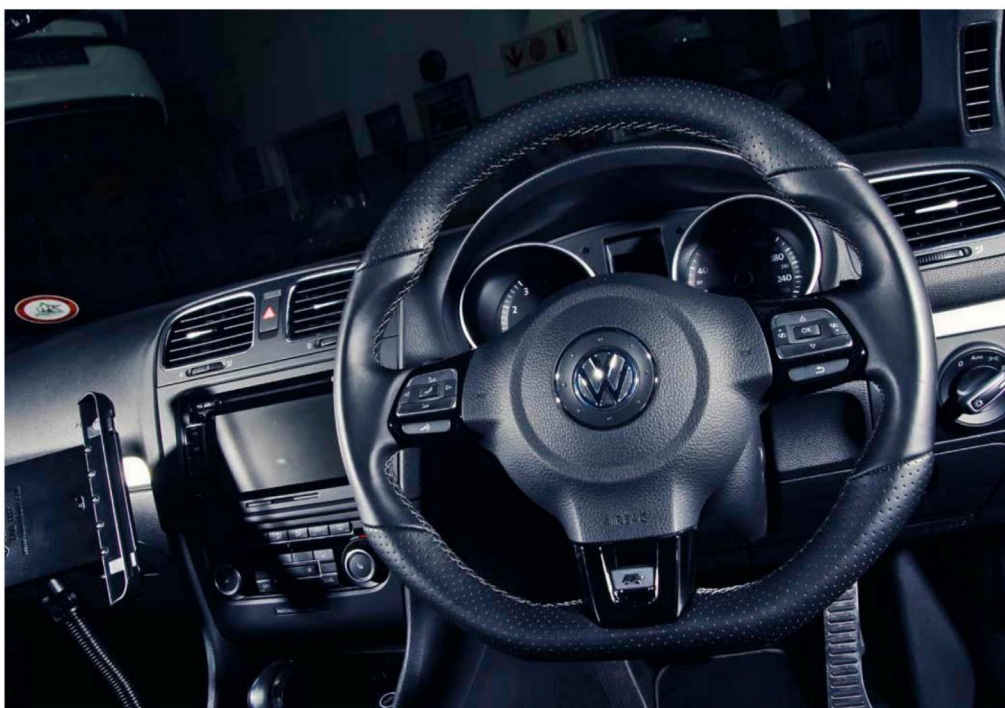
itself starts with the GT28 turbocharger that replaces the stock one and it's mounted on an APR turbo manifold. The stock intercooler was binned as well and replaced with a bigger APR front mounted intercooler, this was the same fate suffered by the stock injectors which were replaced with a set of bigger ones, again from APR. These injectors are fed garage spec 95 octane from the upgraded APR fuel pumps and to control the fuelling, and almost everything else in the motor, APR software has been uploaded onto the car's computer. Apart from all the bigger and tastier bits on the motor, the APR kit also comes with all the silicone pipes and connectors that you need and a gorgeous APR Carbonio carbon fibre air intake system which looks awesome. Finally to finish it off,

GOLF-R HAS ANOTHER TRICK UP ITS SLEEVE, ALL WHEEL DRIVE!

an APR exhaust system was fitted which looks similar to the stock system from the tailpipes' end but once the car is lifted, you'll see that the exhaust is much larger and less restrictive. The exhaust itself does aid the car in its performance endeavours, but the way it sounds must be given a mention, it gives the car a kind of boxer beat, like a Scooby but not exactly. I can't really describe it but just trust me when I say it sounds brilliant and very un-Golf like. So, with all the good stuff installed it would mean nothing if the car wasn't pushing out the figures to match. Well, after a stint on the dyno, the APR kit proved itself to be worth very penny with a horsepower reading of 244.5kW on the wheels with 472Nm of torque!

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With so much power and torque on hand you would think that the front wheels would be left screeching every time the loud pedal was depressed but the Golf-R has another trick up its sleeve, all wheel drive! Yes that power gets fed to all four wheels making sure hard launches are taken care of by all four tyres thanks to the 6 speed DSG dual clutch gearbox which controls everything. The gearbox is a piece of art but it has been upgraded with the use of a Haldex computer box. The Haldex box improves the DSG and the differentials' responses making sure the car puts down the power better when you launch. What's also cool is the sound when you slow down and the 'box changes down, it automatically blips the throttle giving off a real racy sound.

The final part of the whole equation when it comes to putting down the power are; the

wheels, the tyres and suspension. The wheels on the car are lightweight 18" graphite coloured pieces from VW Racing and they have been wrapped in Toyo Proxes R888 semi-slick tyres that measure 225/40R18 and they're perfectly street legal but offer brilliant grip... but I don't really recommend using them in the rain. Keeping those wheels planted on the road are a set of coilovers from VW Racing and not only have Sportech set the car super low but it's really stiff which mean this car will stick to the track with no effort at all. To bring the car to a halt, the front brakes have been upgraded using a set of 6 pot calipers with uprated disks in front while the back has been left stock. For all you guys who are wondering what's up with all the VW Racing parts, they've been added because Sportech are the official agents for VW Racing as well, so this car literally has some of the best parts on it

that any VW could ask for.

There's no denying that this car has some of the best parts money can buy hidden under the skin but on the outside the car has been left completely stock. Normally I wouldn't be impressed by this but on a Golf-R, the aggressive factory body kit looks better than almost anything the aftermarket can offer and the black mirrors look really sweet as well. On a personal note, I think all this car needs is a carbon fibre bonnet, it will look crazy against blue paintwork and it would cut weight as well.

Inside the car things are exactly the same as the outside, but thanks to the car's sexy leather seats and Gallardo style flat bottomed steering wheel, there's not much you'll want to change inside. Once again, I must mention that I would fit a set of carbon shelled racing seats with harnesses just to cut weight but

that's just my opinion and when did that ever count? What has been added to the inside though is a RAM tablet holder, this was fitted so that an iPad could be mounted and thanks to an App called Dash Command, the iPad can display real time data from the car that can be saved. That's really cool and eliminates the need for any gauges on the inside of the cabin, now that's technology for you! The final bit on the car which should get a mention is the sound system, that's still completely stock but because this is a track car you don't need a thumping sound system and because it's a modern car, the stock system is quite impressive anyway.

Normally, I'm not impressed by Golfs but after going for a ride in this and have a good squiz at it I must say I was really impressed. This is certainly one Golf-R which looks set to take to the track in anger and thanks to its aggressive looks and power; this car is going to leave quite a few hot hatches in a very bad mood!

THE WORK



VITALS

Name: Sportech

Age: Old and stressed enough

Occupation: building hot custom cars

Next Car: From Sportech, expect anything

Thanks and free plug: The team at Sportech and all the guys who helped with the build.

2012 VW GOLF-R

MOTOR:

2000cc TSI four cylinder turbocharged and intercooled

MODS:

APR Stage 3 kit

GT28 turbo

Bigger injectors

Upgraded fuel pumps

Bigger front mount intercooler

APR manifold

APR silicone hoses and connectors

APR Carbonio air-intake

APR exhaust

APR software

Motor produces 244.5kW and 472Nm of torque on the wheels using 95 octane

DRIVETRAIN:

6 speed DGS dual clutch automatic

All wheel drive

Haldex computer box on the rear differential

BRAKES AND SUSPENSION:

VW Racing adjustable coilovers all round

VW Racing 6 pots calipers in front

Up rated disks

WHEELS AND TYRE:

18" VW lightweight racing wheels

225/40R18 Toyo Proxes R888 semi slick

tyres

EXTERIOR:

Stock Golf-R body kit

INTERIOR:

Stock Golf-R black leather

Gallardo style flat bottom steering wheel

Ram I-pad tablet holder

Dash Command I-pad App allow for real time display of the car's parameters

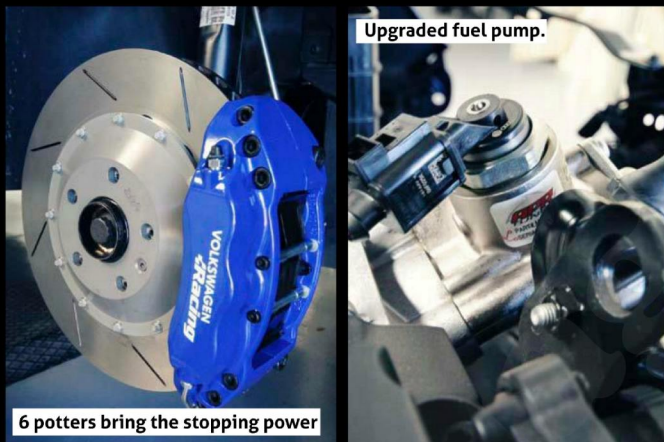
THE SPORTECH BUILD



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Power in progress



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Xenon Effect with 5000k light output

H1, H3, H4, H7, H11, HB3, HB4

Crystal Vision

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4300k light output

H1, H3, H4, H7, H11, HB3, HB4

BlueVision Ultra

Xenon effect in the head lamp
with 4300k bright white light
(Free Park lights included)

H1, H4, H7

X-treme Vision

100% more light

H1, H4, H7



STORY BY: CHAD MILLER PHOTOS BY: STEFAN KOTZE

SEDUCTRESS

SHE'S A REAL DEVIL
IN A RED DRESS

There's something about supercars that seems to make men weak at the knees. Could it be the sweet talk from the motor which seduces us or could it be all those sexy curves which could make anyone go gaga? What ever it is though, we all love super cars and Vernon Bricknell is no exception. The only difference is that where most guys have the car equivalent of the girl next door, Vernon has gone on to get himself the Kim Kardashian of the racing car world; the only difference being is that the car is much smarter than Ms. Kardashian.

The car in question is a Porsche 911 996 GT3 RSR and telling by the amount of

numbers and letters in that name you can see that it is smarter than Kim. The Porsche actually started life in Germany where it left the production line as a dedicated racing car, hence the RSR name. The RSR models are limited runs that are used purely for racing and features a whole bunch of performance oriented changes that you won't find on the road car or RS and cup car, which means they're very serious bits of kit. This car in particular car has quite an illustrious racing career having been raced all over Europe at some of the worlds most famous tracks and the car even competed in Le Mans. It was that same career which led to the incident that brought the car to South Africa. During a race at the Nurburgring, the car had an accident which damaged the roof slightly but because the car was already being replaced by the newer model, the racing team decided not

to fix the car. This is where Vernon comes into the picture, he's been racing Porsches for years and he also owns a high powered GT2 racing car and a classic 911 in full race trim. With a love of Porsches like that, Vernon couldn't resist owning such a rare race orientated Porsche.

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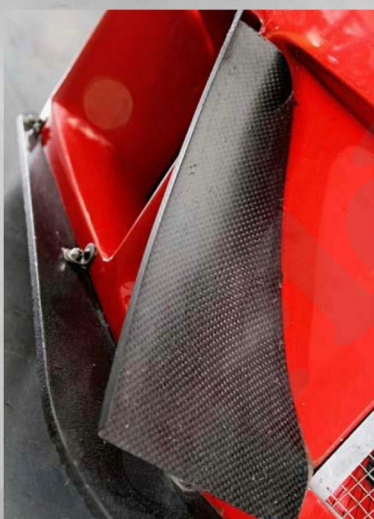


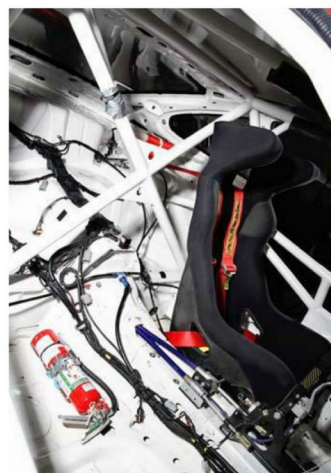
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Once Vernon bought the car, he had it shipped to its new home in the sun where the first call of business was getting that roof fixed. Here, Rapid Motors come into the picture. They have a chassis jig for the GT3 and so they were able to fix the roof and get her back into shape. Once the body work was repaired, everyone could appreciate the car's sexy shape in all its curvaceous glory. What sets the RSR model apart is the wide body kit that extends the width of the front and rear of the car. The body kit features a whole bunch of vents that are placed strategically on the fenders and rear quarters to ensure air flows in, out and around the body to give the car really good aerodynamics. To further aid the car's aerodynamic pursuits, the front features a lower carbon fibre splitter with carbon fibre canards on the sides. At the back the car sports a massive GT wing and just like every vent and canard on this car, that wing serves a genuine purpose by keeping the car's bum planted. Apart from all the aerodynamics, the car follows a strict diet which is similar to that of a super model. To keep the car's weight down, a majority of the components are made from carbon fibre and composites like Kevlar and lexan. Items such as the doors are carbon fibre which means they're super light. The bumpers, arches and other parts on the car are also lightweight; either being made from carbon fibre or other composites like Kevlar. The window are made from Lexan and they weigh nothing when you compare them to the glass you'll normally find on a car and in true race car style the driver's side window features a slider and the rear quarters have vents in them. Just like any women, the under side of the car also features a couple of secrets. Under the body the car features under body aerodynamics components made from carbon fibre and at the back you can see the carbon fibre diffuser. Also underneath the car are the air-jacks that allow the car to be lifted in the pits without the need of a conventional trolley jack. All the aerodynamic aids are in place to keep the car planted but it's the job of the wheels to really keep this car on the track. The wheels on this car are a set of genuine lightweight 18" BBS racing wheels with a proper centre nut mounting system for easy wheel changes. Wrapped around those wheels are proper racing tyres and depending on the weather this Porsche either goes out wearing Michelin racing slicks or wet weather tyres. The tyres themselves measure 27/65-18 in front and 71/31-18 at the back. Apart from the wheels keeping the car in contact with the tarmac, the suspension also need to receive a mention. Suspension wise the car uses McPherson struts in front and a multi-link setup in the rear with double coil springs and Sachs shock absorbers all round with adjustable anti-roll bars, all proper race equipment.

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From the outside, this car is a real racer but if you're still not convinced then a look inside will really convince you. Climbing into the car is a bit of a struggle because of the very intricate roll-cage with an X-beam right by the door and the OMP carbon shelled wrap around seat with Sabelt harness. Luckily to make access easier, the Momo racing steering wheel is removal. Once inside the car you're faced with a carbon fibre dashboard with enough toggle switches and buttons not only to confuse a blonde but anyone for the matter. The switch gear is all in place to control various aspects of the car, ranging from the car's ignition system, lights and fire extinguisher to controlling the car's brake bias between the front and the back. Also on the dashboard, there's a Motec display with data logger, this allows Vernon and his super mechanic Danie to scrutinise the car's performance after every race. On either side, you'll find the strangest thing ever, late model Audi TT vents, I guess not even the RSR can escape the VW Group's parts bin. For all you guys who are reading this and noticed all the stickers in a funny language, it's Russian and the reason why it's all in Russian is because in

Europe this car was raced by two drivers from, you guessed it Russia.

With very little weight to lug around and a whole host of aerodynamic aids to help it a long, this Porsche could probably perform well with almost any engine but what gives with car the real edge is the very special motor tucked away somewhere in that rather cramped engine compartment. The motor is a 4.0 flat 6 (two cams per cylinder head) with quad cam shafts and it's a dedicated race motor featuring almost every N/A upgrade imaginable. Starting with the bits you can see, there are two carbon fibre air intake ram tubes with no restrictors that lead into the carbon fibre airbox. In Europe though, the car would run a smaller intake to comply with the series' rules and regulations. The same can be said about the exhaust, the one fitted to the car now is less restrictive than the one used in the European racing series because of noise level restrictions. Here in SA we don't need to stress about that, so this baby can scream! Inside the motor has been completely blue printed and balanced which helps with reliability and performance of course, along with the three radiators in the front bumper. The

motor is fed racing fuel through two high flow fuel pumps leading from the fuel tank that's filled through a Le-Mans style quick filler. The car's oil feed has also been beefed up, again all in the name of endurance racing. The awesome thing about this motor is that, as it stands, it pushes out a whopping 500Hp on the flywheel; combine that with the feather weight and you can see why this car flies. To get that power to the rear wheels, a Porsche developed 6 speed sequential gearbox has been installed meaning finding the right gear is one less thing to worry about on the track. So, what's she like on the track? Well, we've seen this car in action and with Vernon behind the wheel the good girl knows who's the boss and Vernon has piloted the car to a best time of 01:04 minutes around Zwartkops. The final parts that make up this car are the brakes, the calipers come from Brembo and there's a set of vented and grooved disks. All perfect to bring this car to a halt.

This Porsche is truly a Devil in a red dress, able to seduce you with her sultry curves but out on the track, she knocks out other drivers with her devilish ways.



THE WORX



VITALS

Name: Vernon Bricknell

Age: 66

Occupation: CEO of Aeroparts SA

Thanks and Free plug: MMR would like to say a big thanks to Danie and Walter for allowing us access to the car.

2005 PORSCHE 911 996 GT3 RSR

MOTOR:

4.0 flat 6 with quad cams

MODS:

Blueprinted and balanced

Unrestricted racing exhaust system

Unrestricted air intakes

2 x racing fuel pumps

Racing oil feed

3 x radiators

Motor produces 500Hp on the flywheel with a best lap time of 1.04sec around Zwartkops

DRIVETRAIN:

6 speed Porsche Sequential gearbox

Rear wheel drive

BRAKES AND SUSPENSION:

Brembo calipers

Vented and slotted disks

Brake bias controller

Twin brake fluid reservoirs

McPherson struts in front with twin coil springs

Multilink set up at the back with twin coil springs
Sachs shock absorbers

WHEELS AND TYRE:

18" Lightweight BSS with centre lock nut

Michelin tyres (Full slicks or wets)

Front: 27/65-18

Rear: 31/31-18

EXTERIOR:

RSR Racing shell

RSR Racing wide body kit with vented arches

RSR Rear wing

Lexan windows with slider

Carbon fibre doors

Carbon canards and front splitter

Carbon fibre rear diffuser

Various lightweight panels

Bumper designed to house three radiators

Air jack system

Racing fuel quick filler

Aero-mirrors

INTERIOR:

Fully integrated roll-cage

OMP wrap around carbon fibre racing seat

Sabelt Racing harness

Momo racing steering wheel with detachable hub

Carbon fibre dashboard

Motec digital display and data logger

Various switch gear

Plumbed in fire extinguisher system



PORTABLE SHADE

ANASSIS RACING

With 25 years in his active racing career, Brad Anassis decided it was time to establish his own racing team and start focusing on managing instead of holding the handle bars himself. His vision was different from any other team racing in South Africa and primarily inspired by the international paddock of the MotoGP and World SBK. His angle was focused on creating a perfect platform for potential sponsors and a building a state of the art environment for his riders. His highly successful company, Portable Shade was the perfect base for his refreshing idea and with the assistance of Honda the dream came alive. In the first years Brad ran the biggest talents South Africa had to offer on both the 1000 and 600cc's. As the partnership with Honda started to develop and winning became a standard, major sponsors started to show interest in the professionalism of the team. It was not just the results that triggered the interest in Anassis Racing. The whole entourage Brad was creating provided the sponsors with the ideal representation of their branding. Alongside, Brad had decided to run experienced riders next to young talents in order to balance the performance of the squad.

Their facility is based in Pretoria, built at the family's Air Age factory which houses a 400sqm, 8 bay workshop solely for the Anassis Racing

team that includes both SA championship and NR Regional racing teams, with a state of the art dyno room and under roof parking for the team rig, the technicians from Anassis Racing can perform the tasks on hand that shows in the results.

Two years ago, SA's leading bike financing institute BikeFin came on board as the title sponsor of Anassis Racing. Still closely related to Honda, the team was rebranded as "BikeFin Honda Racing Team". Another strategic change came along when the team decided to focus only on the Supersport class by dropping the 1000cc Superbike entries. This enabled the team engineers to concentrate on one bike alone and further develop the sophisticated machine.



Portable Shade as part of the Anassis Group of companies developed the next level of professional pit complex that included a three level super rig transporter never seen before in the world, during the course of 2011, it was soon named as a Hollywood style paddock. Facilitating the engineers and riders with the best possible comfort to work in and it gave the special guests of the team a never seen before experience at the track. The trailer holds six separate loading bays for bikes, a VIP lounge and a change room for the riders with all conveniences and it has enough space to carry all equipment and spares for the team. Another first in SA saw Anassis Racing with Esteq to become the first team to use data logging.

The Anassis team riders for BikeFin Honda that compete in the South African Supersport Championship are riders: Lance Isaacs, Clint Seller, Brent Harran and Cam Petersen. The regional team with PS Full Throttle Honda line up with Themba Khumalo and Anthony Lessing soon to be on the new Moto3 Honda HRC machines. Anassis Racing also compete in the SA SuperMotard championship with S1 Cam Petersen and Pro Mini with Max Jordaan. To top it up their SA MX team consists of four riders, current SA Pro Mini Champ; Tristan Purdon, Wyatt Avis a multiple SA champion, Ant Raynard and Dirco Van Der Westhuizen.

The efforts of Brad Anassis and his team have paid off in all ways and it can be said that

he succeeded in his plan laid out years before. The BikeFin Honda Team is without a doubt the most professional and admired team on the South African racing scene. Although the team is currently racing against much newer models and advanced counterparts, Anassis Racing is still the team to beat on the Honda CBR600RR. Moreover, the team has proven to be so competitive that they are now also branded as the show makers of each race.

It is the constant development that gives Anassis Racing and the BikeFin Honda Team a brilliant future. As much as it might seem to the spectators, there is much more to come!



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0182

Tel: +27 (0)12 372 0120
Tel: +27 0861 474 233
Fax: +27 (0)12 372 1671
E-mail: info@portable-shade.com

www.portable-shade.com

CROWD PLEASER

WHEN IT COMES TO PULLING
A CROWD, THE
"SKYLINE'S"
THE LIMIT

STORY BY: CHAD MILLER PHOTOS BY: STEFAN KOTZE

Here in SA we don't have a wide range of cars that stand out from the crowd, apart from the odd Italian and German super car all we have are SUV's, hatchbacks, sedans and very few coupes. What our roads are missing are those crazy Japanese sports cars and coupes which are popular the world over not only for looks, but their bargain price performance as well.

Thanks to the scarcity of these cars you're more than likely to pull a crowd wherever you go with one and this doesn't ring more true than for Shakeel Abbas from Lowrider Customs when we took his green R33 Skyline GTS-T to Newtown. Now most people here in SA have never seen any of the newer Skylines in the flesh and even more don't even know what it is, but when you look at the crowd which gathered around this car, you can tell that South African's know a hardcore piece of performance kit when they see one.

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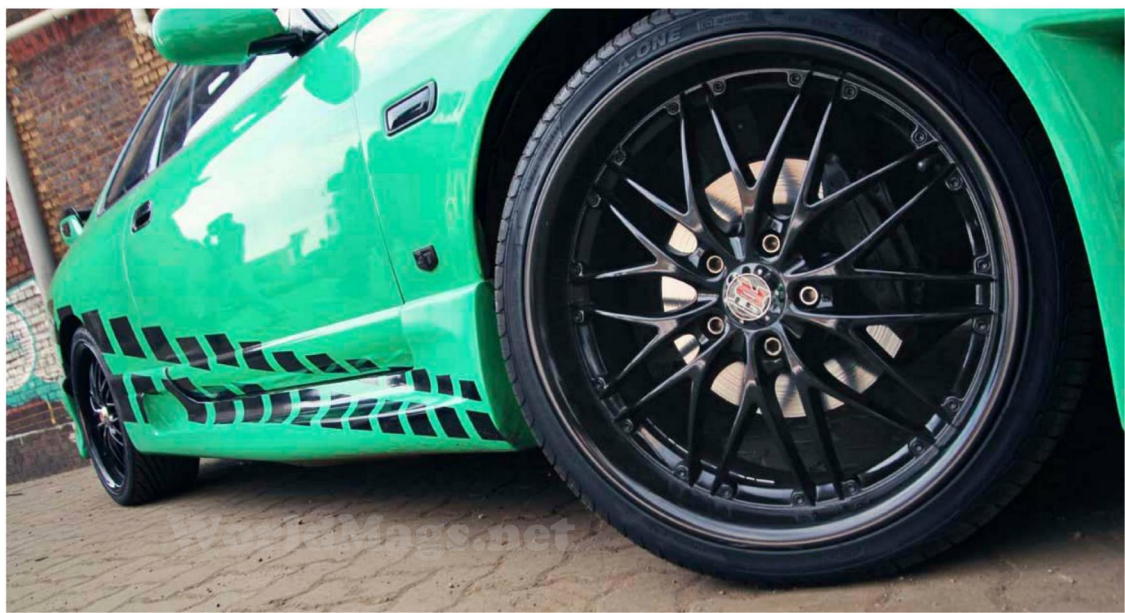
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In all honesty though, in stock form the GTS-T is not that pretty and will never look as aggressive as its big brother GT-R. This is exactly how this car looked when Shakeel got his hands on it. It was plain old silver and completely stock. In stock form though a Skyline can pull a crowd but Shakeel wanted to go further than that and so using his years of custom car experience he set about transforming the car into one of the cleanest GTS-T's in the country, not bad for a car destined to be used purely as a drift car (we all know what happens to those once walls are brought into the mix). To start the car's transformation, the first things to go were the bumpers and side skirts. These were replaced with a full body kit from Taiwan which was customised even further in order to fit and made it even more aggressive and unique. The body kit looks really neat yet aggressive and really makes the car stand out from other GTS-T's that I've seen locally. Moving to the back of the car, the stock, flat,

round, ugly wing thingy which come stock on the GTS-T was removed and replaced with a wing from the GT-R model. The wing's blade though is totally unique, it's a double blade similar to the one found on the GT-R 400R model and it was custom made by Shakeel, this looks really cool and you would swear the blade came straight from some high-end Japanese tuner. With the body kit fitted, the car could receive its new coat of paint, a bright green hue which attracts onlookers wherever the car goes. The colour is really bright and it's a colour I would never have expected to see on a Skyline but after seeing the car it actually suits it. To compliment the new colour, the rear taillights received a light tinting while the rear and side indicators along with the rear centre garnish were blacked out. Finally to finish off the exterior, the car received a custom set of graphics which was designed by Designer Graphix. The design is fairly simple and consists only of a couple of "speed

squares" and the Lowrider Customs Logo splashed on the bonnet so you don't forget who built the car.

Still on the outside though, no custom car would be complete without a set of custom wheels so the stock Nissan wheels were chucked in favour of a set of 19" BBS replica wheels that were sprayed black and there's a set of custom centre caps. The wheels were actually a mission to find because the Skyline has such a strange PCD that's not common on local shores. Wrapped around those 19" are a set of tyres which are always changing thanks to Shakeel's penchant for spinning them. What doesn't change though are the tyre's size which are 235/35R19 in front and wider 245/35R19 at the back. The rims are still attached to the car's stock suspension but the springs were changed to a set of lowering springs. As the Skyline stands now, it's still a little too high but Shakeel is planning to fit a set of coilovers which will allow the front





bumper to decapitate ants and other insects as they cross the road. Behind the wheels, the stock brakes can still be found which is not a problem because Skylines, Supras, RX-7's, Scoobies and Evos leave the factory with brilliant brakes.

Opening the frameless doors, an experience I enjoy when it comes to cars that not many people own, you're taken into the interior. Inside the car is still stock with its grey velour seats, well at least I think its velour and really thick carpeting. The only additions made to the interior are the aftermarket gear knob and Prosport boost gauge which sits on the A-pillar. The interior is loaded with potential but Shakeel is still unsure what to do with it, racy or luxurious and comfortable, it's a tough choice. Personally I say a set of Bride seats, Takata harness and a rear cage should be fitted and then the whole car should be given to me...hint hint.

The sound system in the car is still stock

and consists of a funny double din Pioneer CD headunit that the car came with from Japan and the stock speakers. This is not a big deal because when you have an RB motor sitting under the bonnet, the rumble from the turbo-charged 6 cylinder is music to your ears.

To enhance the music from the 6 potter, Shakeel had the motor fettled by Joss Racing Developments out in Midrand and boy did they pull off one hell of a good job. To extract more power from the 2.5 motor,

the team from Joss refrained from opening the motor but rather stuck a few go faster goodies on the outside. Those goodies start off with the T3/T4 hybrid turbo with a 4.8 housing, the turbo then feeds into the huge front mounted intercooler which leads into the GReddy style intake. The intake is really cool as it eliminates that ugly intercooler pipe that runs over the motor on stock RB25 motors and it helps pre-

vent turbo lag. To keep the boost in check, and aftermarket dumpvalve and wastegate were fitted which give off that sexy swoosh which made sure everyone in Newtown knew we were coming. The final part of the turbo installation comes down to the exhaust, a larger diameter unit from 5zigen which doesn't only look intimidating but sounds the part as well. To give the motor the fuel it needs, six 600cc

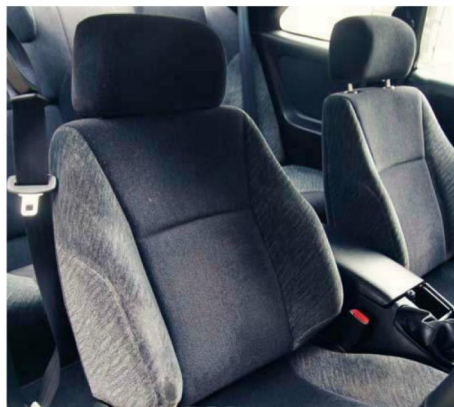
injectors were fitted to a custom fuel rail and they're kept fed by the RMI upgraded

fuel pump. All of this is controlled by the Dictator fuel management system. These few bolt on parts push up the motor's power reading to a more than healthy 245kW on the wheels, you got to love Japanese 6 cylinders. The torque figure is unknown but telling by the way this car accelerates and how easily it lights up the rear tyres, I'll post that figure at really high and more than enough. All that

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HOW EASILY IT LIGHTS UP THE REAR TYRES







VITALS

Name: Shakeel Abbas

Age: 37

Occupation: Owner of Lowrider Customs
Thanks and Free plug: thanks to the team from Lowrider Customs, Joss Racing Developments and everyone who helped with the build and more is set to come.

1998 NISSAN SKYLINE R33 GTS-T

MOTOR:

RB25DET 6 cylinder DOHC turbocharged and intercooled

MODS:

T3/T4 hybrid turbo with 4.8 housing
Front mounted intercooler
GReddy style intake manifold
Aftermarket wastegate
Aftermarket dumpvalve
5zigen Exhaust system
Dictator Engine Management system
6 x 600cc injectors
Custom fuel rail
RMI upgraded fuel pump
Car produces 245kW on the wheels using 95 Octane pump fuel

DRIVETRAIN:

Stock 5 speed gearbox

Button clutch

Rear wheel drive

BRAKES AND SUSPENSION:

Stock brakes all round

Stock suspension with lowering kit

WHEELS AND TYRE:

Black 19" BBS replica wheels with custom caps

235/35R19 tyres in front

245/35R19 tyres at the back

EXTERIOR:

Imported Body kit which was customised to fit GT-R rear spoiler with custom made centre blade

Re-spray in custom green

Tinted rear taillights

Tinted indicators and rear garnish

"Speed square" graphics

INTERIOR:

Stock seats and carpeting

Prospeed A-pillar mounted digital boost gauge

Aftermarket gearknob

AUDIO:

Stock Nissan factory system

Continued...

power then travels through the stock transmission which makes use of a button clutch to make sure that the only thing that slips are the wheels and not the clutch.

I was lucky enough to get a ride in the car with Shakeel on the highway and into Newtown and even though we weren't gunning it, you can feel the car still pulls smoothly on acceleration and the ride is not harsh, perfect for running up and down Jo'burgs highways. When you're not running up and down the highways though, this car is perfect for those who wish to attract attention, just ask everyone who came out of the woodwork at the shoot to check out this crowd pleaser.



FRESH AIR



**AN N/A GOLF
RUNNING 13'S? **WOW**
THAT'S A BREATH OF FRESH AIR!**

STORY BY: CHAD MILLER PHOTOS BY: DIVAN SHEPHERD

Ask any performance junkie what's the best thing ever invented and chances are they'll say a turbocharger. Over the years turbochargers have been bolted to anything and everything, from scooters to hatchbacks and even a couple of boats in between. This all round love for the turbocharger is all fine and dandy but over the years it's made the tuning game a little bit boring. Need more power? Fit a turbo, need even more power? Turn up the boost. Need even more power than before? Turn up the boost even more, blow the engine and lose all your money and maybe your wife in the process.

Back in the old days, tuners didn't really have the luxury of turbochargers, they were like a dark art and so tuners like Mike Costin and Keith Duckworth, they're the founders of

Cosworth, cut their teeth in the world of Naturally Aspirated or N/A tuning. This was a world where camshafts, valves, carburetors and a timing gun would get tuners, who wore ties while they worked all giddy before their wives lovingly put a mug of tea on their work bench. Today the world of N/A has become more advanced but the basic principles have stayed the same, the only big change that has happened though is that tuners no longer wear ties and chances are, if you shouted from your garage at your wife to bring you a cup of tea, she might just come in and throw the scalding cup at you. Now judging by the lack of burn marks and scars on the arms of Jody Von Schoor, he hasn't had a cup of hot tea thrown at him, but what he does have is a N/A tuned Golf that may just be as hot as that cup of tea I just told you about.

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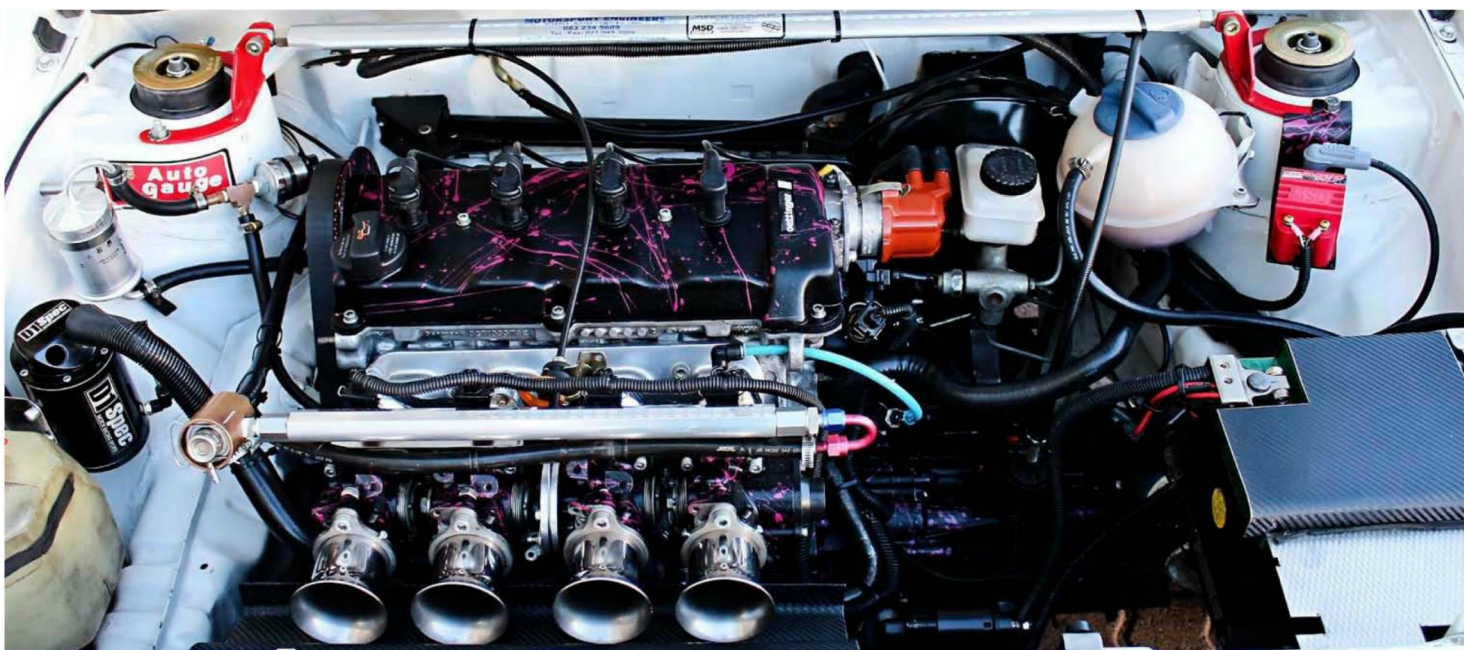
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Jody is no stranger to building hot cars as he's the owner of JVS Tuning and because he's based in low altitude Cape Town, he knew that when he built this car he didn't need to over do things and go the whole turbo route. Before I go any further though, let me just tell everyone that as much as I make N/A tuning sound simpler than going the turbo route, I must explain that N/A can get just as complicated and with that said, all the N/A fans or turbo junkies can step away from their keyboards and keep whatever they wanted to complain about away from some forum. Now, back to the car, being a Golf, Jody could've chosen to fit a whole myriad of VW motors to play with like the VR6 or the more common motor for these kinds of conversions, the 2.0 8 valve motor. But, being the smart guy that he is or maybe it's the fresh air in Cape Town that helped him, Jody chose the less common 2.0 16 valve

motor because of the simple fact that 8 more valves means more air can get into the motor and exhaust gasses can get out quicker...pure common sense. The 2.0 16 valve is a little powerhouse on it's own but there's no harm in breathing new life into the motor and trust me with regards to this motor, Jody really huffed and puffed and this car will blow you away. As with all engines, the whole theory behind getting more power revolves around getting more air and fuel into the motor and to get the maximum amount of air into the motor Jody installed a set of Individual Throttle Bodies (ITB's) with JVS ram tubes mounted onto the intake manifold along with a very cool fuel rail. Inside the motor, well the head to be exact, a set of 288° camshafts were fitted and to make sure they open and close on cue, a vernier cam pulley was installed. With the ram tubes now sucking in the air, the car needed a new exhaust system

to spit out any spent gasses. To get this job done a custom built 63mm mandrel bent exhaust system was fitted. The last performance bits that were added to the motor are the Go-Tech engine management system to control the fueling and there's an MSD Coil to make sure that all the cylinders get the spark they need. To get the motor setup correctly, all the tuning was carried out by Jody himself and I guess he did a very good job because as it stands now, the motor pushes out a healthy 152kW and 245Nm of torque. That pushes this little Golf to a quarter mile time of 13 seconds which is really good when you consider some turbocharged cars struggle to do that. To give the motor extra detailing, the tappet cover and ITB manifold were sprayed black with pink spattering on it and the same was done to the gearbox.

On the subject of the gearbox, it's a 5 speed 2.0 gearbox that's been fitted with a





competition stage 4 clutch. This heavy clutch must give Jody's left calf muscle one hell of a work out and if it's bigger than his right one, now you know why. The gearbox spins the front hubs which hold the 15" TFT Racing wheels in place and wrapped around these rims are Bridgestone MY-01 that measure 195/50R15.

The wheels keep the little Golf on the road...and strip perfectly, but to help them along, a set of Tuning

Art coilovers were installed and we all love what coilovers can do to a car's handling, especially when you install a strutbrace as well like Jody has. Finally to bring the car to a halt, Powerbrake disks were installed and

these are clamped by the stock calipers with Mintex brake pads

With all the performance bits lurking under the skin, you would think that Jody would've gone just as crazy on the outside and on the inside but luckily he kept things nice and simple which is exactly how a Golf's

meant to look. Being a 1988 model though, Jody updated the car's look by adding a set of Modern Velociti style bumpers with the lower

grill and there's a badgeless grill between the headlamps, both of which were treated to the GTi style red pinstripe. At the bottom of the front bumper, a Cressida lip was installed which is a real must have if your

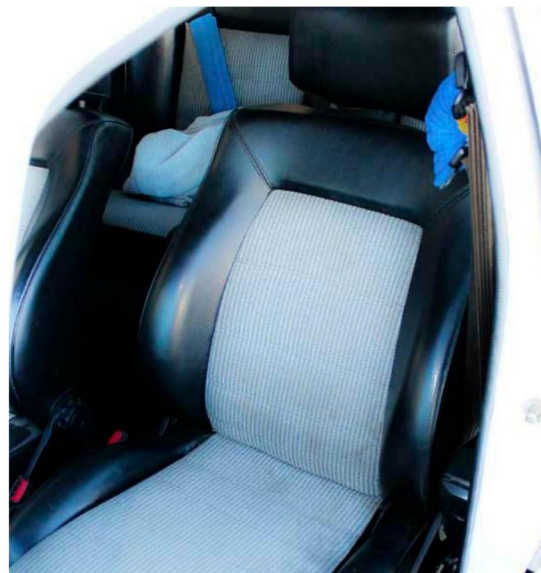
Golf has the Citi spec bumpers. All the lights were also upgraded to crystal head lamps up front and at the back and LED indicators. The most notable change to the car is the carbon fibre vinyl wrapped bonnet and on the sides there's something I haven't seen on a Golf in ages; side skirts!

When you look inside the car, you can tell that Jody wanted to keep the simple exterior theme going on the inside as well. This means that everything has been kept fairly stock, like the seats which are semi-vinyl with cloth and the old style dashboard with the three gauges in the centre console; personally I love that centre console and it takes me back to the days when my eldest brother had his Maroon Mk1 and then his Blue Jumbo with VR6 wheels. The only changes that have been made to the interior are the Momo steering wheels and the various gauges and toggle switches that

**THIS HEAVY CLUTCH
MUST GIVE JODY'S LEFT
CALF MUSCLE ONE HELL
OF A WORK OUT.**

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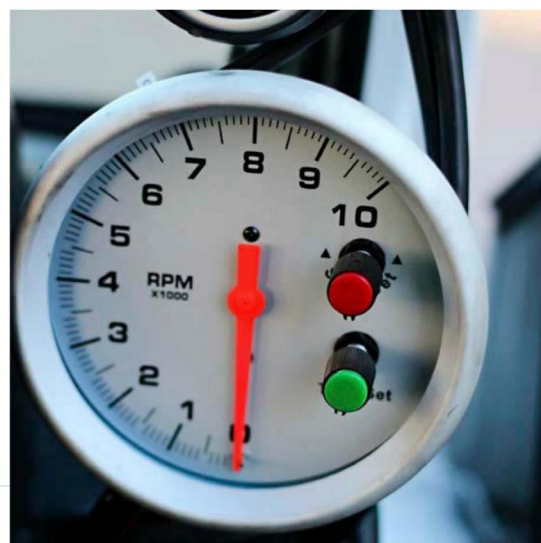
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hint at this car's racing exploits. On the A-pillar there's a massive tachometer that works with the shift light mounted on the dash. Joining the tachometer on the A-pillar is a; Fuel/Air ratio gauge, a fuel pressure gauge and added to the centre console there's an oil temperature gauge so Jody can keep an eye on everything that's happening under the hood.

The last part of the car that really shocked me was the fact that it actually has a sound system and the reason why it shocked me was because you wouldn't expect a car that runs really good times like this one to be lugging a heavy sound system in the boot. Anyway, now that I'm over that shock,

let me tell you what that sound system is made up of. Starting up front, there's Kenwood frontloader headunit which is connected to a set of Sony mids and the doors and a matching set of 6x9's on the backboard. Finally in the boot, there's a 12" Sony subwoofer with a Calibra monoblock amplifier that powers it.

I love the fact that Jody has made his Golf look very unassuming and the fact that he hasn't gone the turbo route really comes as a fresh of breath of fresh air in the tuning world. One thing though, what ever you do, don't take this Golf lightly because as much as it is a breath of fresh, this car will certainly take your breath away.



THE WORX



VITALS

Name: Jody Van Schoor

Age: 26

Occupation: Owner of JVS Tuning

Thanks and Free plug: Thanks to Hayden at JDM Worx for supplying the imported parts and Exhaust System. Andre Steenkamp for the drafting and supplying all the custom parts fitted to the Golf, and last but not least all the guys and ladies, friends and family that support JVS Tuning.

1988 VW GOLF MK1 CITISPORT

MOTOR:

2000cc 16 valve four cylinder with double overhead cams

MODS:

Individual throttle bodies
VCS Tuning ram tubes
288° camshafts
MSD ignition coil
Go-Tech fuel management system
63mm mandrel bent exhaust system
Cars produces 152kW, 245Nm of torque and has run a best time of 13sec. on the 0.25 mile @Killarney

DRIVETRAIN:

5 Speed 2.0 gearbox

Open differential

Stage 4 clutch

BRAKES AND SUSPENSION:

Powerbrake disks

Mintex brake pads

Tuning Art coilovers

Strut brace

WHEELS AND TYRE:

15" TFT Racing wheels

Bridgestone MY-01 195/50R15 tyres

EXTERIOR:

Velocity style bumpers

Lower grill with red pinstripe

Badgeless grill with red pinstripe

Cressida lip

Crystal headlamps

Crystal tail lamps

LED indicators

Carbon fibre vinyl wrapped bonnet

Various stickers

INTERIOR:

Stock vinyl and cloth seats

Stock dash with 3 gauge centre console

Tachometer on A-pillar

Air/fuel ration gauge in A-pillar

Fuel pressure gauge on A-pillar

Oil temperature gauge mounted on the centre console

Shift light

Momo steering wheel

AUDIO:

Kenwood frontloader headunit

Sony mids

Sony 6x9's

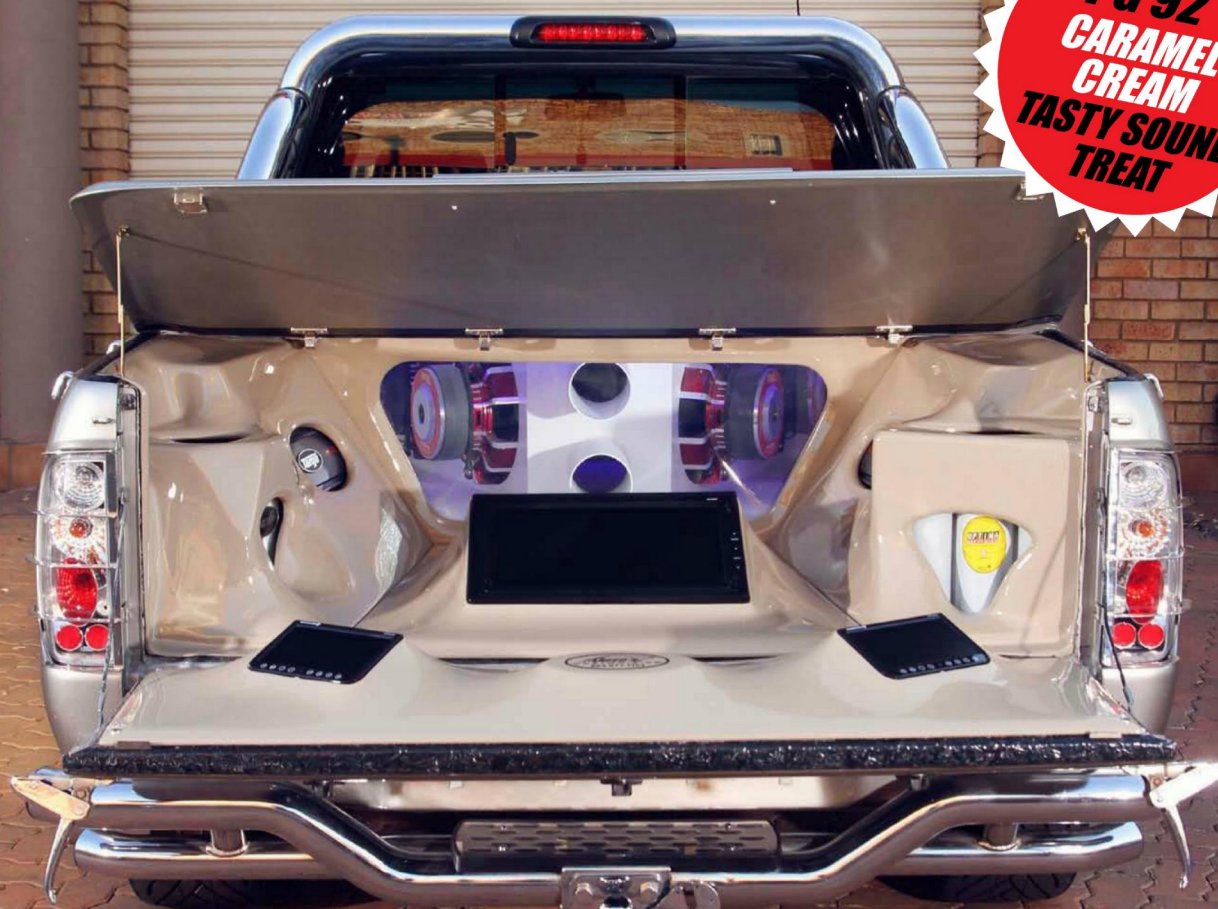
Sony 12" subwoofer

Calibra Monoblock amplifier



CAR AUDIO

PG 92
CARAMEL
CREAM
TASTY SOUND
TREAT



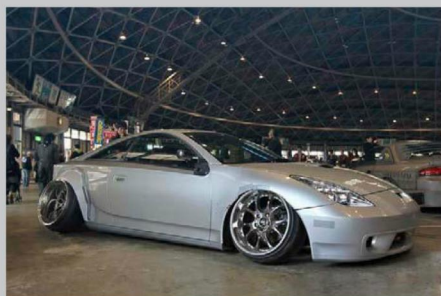
FRESHLY SQUEEZED Pg 98
Audio products catalogue

DJ'ING's ROYAL FAMILY Pg 78
The King and Queen of Clubs

WorldMags.net

NAGOYA EXCITING CAR SHOWDOWN

WHAT THE NAGOYA Exciting Car Showdown might lack in size compared to something like the Tokyo Auto Show it more than makes up for it with a concentrated collection of the country's best tuner cars. The mix of big names and smaller shops gives the show its unique feel and as ever this year it didn't disappoint. No matter what you are into there is something for you to see, from extreme grip machines like J Racing's carbon widebody S2000 RC which packs 320 HP from its highly modified 2.4L stroked F20C, to the cool rides that the N-Style crew had prepared. Respected publications like G-Works, Doriten, Option and of course Option2 organized their own display areas inviting some of the most popular cars that have been featured in the pages of their magazines. One of the craziest cars at the show must've been Kawashima's Toyota Celica that was riding on wheels which were sitting at a negative camber of 15°, which is just completely insane. The guys from N-Style also brought their S15 Silvia which has a BMW E46 front and I must say it actually looks really good. There was also a bunch of other amazing cars like the GREddy 1200hp R35, lots of wicked drift and track cars and loads of VIP cars. This show really shows what Japan has to offer and I must say it's just jaw-dropping awesome.



IACROPHOBIA 421 MEET

IN RECENT years, the aggressive fitment/stance scene has infected car enthusiasts all over the world in an overwhelming fashion. However, today we are introducing something completely new, the Chinese scene. The Chinese scene is relatively unfamiliar to most people including us. Quite recently an event was organised by a local car culture group, iAcrophobia and the cars that pitched up were just crazy hot. The diversity of the meet was second to none. The majority of the cars were composed of VAG cars with a fine blend of JDM and other cars. Unlike the impression of Chinese made replica parts and cheap knock offs, the meet was full of proper parts and wheels. They don't just slap authentic parts together; instead, the parts are picked by selection and rarity. This shows different tastes and understanding of their own ideas towards building a car. Love it or hate it, we can certainly pick up something from the current Chinese car scene.



BOOSTSA PHAT FRIDAY "VOLUME III"



BOOSTSA RECENTLY recently put an awesome event together at Club Fever in Cape Town. It consisted of a Show and Shine as well as a banging Sound-off hosted and run by AutoWizz. The parking lot of the club filled up very quickly with some awesome Cape Town Rides. It got so packed so quickly that the organisers had to put a cut off limit on the sheer number of cars that entered. After all the cars

had settled in nicely, locals Joe Klein and Paul Pakoe took over and started judging the awesome rides that had entered. At the same time AutoWizz was holding the sound off with a massive screen showing competitors the dB readings. This was a very successful event for sure and the competitors also won some great prizes from various sponsors of the event.

Pictures: www.photofreak.co.za

AUDIO WORKSHOP

YOUR QUESTIONS, OUR ANSWERS, NUFF SAID
Send all your tech related questions to : sound@maxmyride.co.za

FUSE FUSION



LET'S DEFUSE THIS

Hi Max My Ride
Thanks for the brilliant magazine, I love the audio section and Brando's section is really helping me out with his wise words. Now I need some help myself, I have a 3000w monoblock and I keep blowing my fuses, why is this happening??

Johan Fourie
Germiston

Hi Johan

I'm really glad that my "wise words" are helping you understand the audio world better. Now let's get down to your amp, firstly, what 3000w amp is it? Secondly, what is the fuse rating on your amp? If it has four 30a fuses, then you should have a single 20a fuse with 6" cabling from the battery. If you have a proper 3000wrms Monoblock, then you should use at least a 250a external fuse. Have a look at all your fuse ratings and change them accordingly, then you shouldn't have a problem with blowing fuses any longer. If the problem persists, have your car's wiring checked, it's always better to be safe than sorry.
Brando

FIRE HAZARD



DANGER GETS AMPED UP

Hey MMR
I have huge problem which I hope you will be able to help me out with. I'm using a 5000w monoblock amplifier and the power cable is turning black near the external use, is that safe? Please let me know as it's got me really worried, what can I do?

Amit Makan
Randburg

Hey Amit

The problem you have on your hands is definitely NOT SAFE. It is possible that your Power and Ground cable is not thick enough and that's what's causing the problem. I do hope you are not using a cheapie 8 gauge wiring kit as this will not work. A 5000w amp should use at least a 4 gauge thick Power and Ground cable. Again I don't know what 5000w amp you're using, so check with your owner's manual as to the amperage requirements and change your cabling to something thicker
Brando

SPLIT DECISION



WHICH IS BEST?

Yo Brando

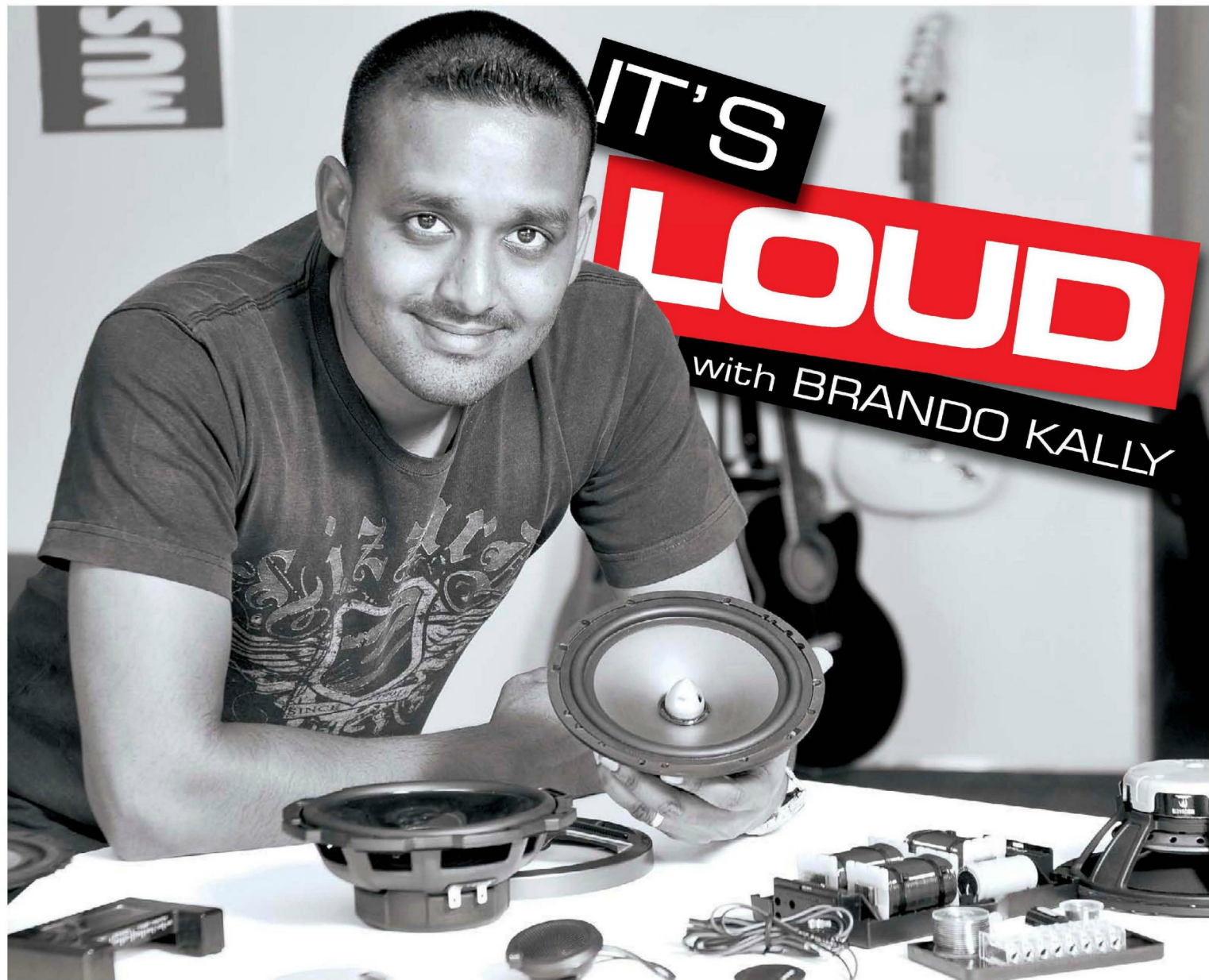
I'm building up my first sound system and I need to get a better feeling for what I need in my car. My budget is not huge and so before I go spending any thing I need to know; are splits really better than 6x9's and why? Please let me know

Michael Lebawits
JHB

Yo Michael

Congrats on breaking your sound system virginity. As for your question, the answer is both yes and no. You see, 6x9's are best used on their own when you just want some sound in your. When you're using subwoofers, its best to use a split system rather than 6x9's because splits do not affect or muffle the sub bass because of the crossovers on them. So, if you are going to include a sub in your layout, rather stay clear of the 6x9's and stick to a set of splits for your front fill.

Brando



A Great MAX to you guys. There's so much to say I don't know where to start. This industry has its ups and downs and one up is that I can see a great increase in car audio with the ladies. It's becoming more and more apparent that our female folk are now coming to our (Male) side of the Basket and what do we have to say about that..It's About TIME!!!

It's just creme caramel to know that females are actually having an input in the sound industry. There's so many that have actually "K.O'd" us males in recent sound comps and I'm seeing them on a daily basis all wanting to install booming car sound. The truth be told, it's a scientific fact that Females have a far sharper ear than us males. Well it's not that I think, they just actually listen to what's been said, were as we males act like we are listening but we're far off in outer space ...dreaming...wondering...to infinity and beyond while we just see a set of lips moving. Yes, don't be a hypocrite it's just not in us to do so. So I think that females should be trained to be sound quality judges.

Besides the sound, they also want HUGE...SUBS. This is really all so cool, so what does it mean for us, the male Homosaphian? This means we better pull up our socks, wipe the beer of our lips and wake up!!! I can see a future with females in sound. They are bright, fast thinking, good listening perfectionists that want to take over the world. Nothing stops them from doing so and as our New Proud South Africa steers her faithful rudder towards a better oceans. Let's face it we love them and we can't live without them, women we solute you.

And now for the downside of things, did you know South Africa has

one of the highest quantities of Imitation equipment imported yearly... in the world?! Why is this? Greed greed greed and more greed! I mean it's just blatant robbery if someone sells you a fake of anything. I recently went to a well known retail shop and to my amazement it was splattered with Fake "Monster Beats Headphones", and being a retailer of these babies myself, I clearly made out the difference. Unfortunately not everyone can and seeing people buying the junk makes me sick. Just a word of wisdom to you, don't just buy equipment anywhere, check around for authorized dealers and it's better to pay a bit more and know you are assured.

Okay don't be sad now. Let's go into some fun stuff. Thanks for keeping up with our series of It's Loud columns and you should know that we went through some serious and informative "sounducating" information. We covered the basics on Amps, Subwoofers and Split Systems/Components. Now for head units, many have said that the range of head units has decreased over the years, this is because "newer vehicles come with better OEM radios these days", what a load of .BS... Better OEM? This is definitely coming from an inexperienced moron who knows nothing about sound. I'll bang a pot lid next to him and he'll think it's a great sounding Zildyan Cymbal. Guys lets be honest, there is NO OEM system better than a properly installed Aftermarket one and if we compare apples with apples, it's even better aftermarket, because an average sound upgrade in a medium brand new car now is R15000 to R20000. Do you know what you can get in that same car for that price? More than double the quality, precision and cosmetics.

I changed from the OEM radio to a branded aftermarket radio and instantly heard the better sound quality. Head units are the source of your system; it's what's processing the data and delivering the signal info to your amp and speakers. Let's break it down. Don't want to confuse you. When I said OEM, it means the factory installed "anything". Here we are referring to radios. So why is it important and how does it make my sound better? With Head units it's all about decoding and processing. Decoding the information on your DISC or USB and then processing it into sound format to be played from the speakers or to be beefed up at the amplifier.

Different head unit brands use different techniques and components to make their product unique. Remember there is also a huge difference in radios and if you listen closely you will notice some are brilliant and some need to be shot. That's why one for R999 can not sound better than the ones up the model range for R3999. It's not just the fancy lighting or knobs you pay for its circuitry as well. Another thing to look for is the RCA line out Voltage and the amount of line outs. More voltage means more signal to your amp and 2 or more RCA line outs mean better control for your system. Remember a branded radio also comes with a good shock absorbing CD mechanism so your songs don't skip with a vibration or when you're on rough roads. When I say Line Out Voltage mean the signal voltage output from the RCAs on the rear of your radio. On the box and manual of your radio it will state, 2v or 4v or higher. This means that the signal output from that RCA outs are 4v giving a cleaner and stronger signal to the amp than a 2v radio.

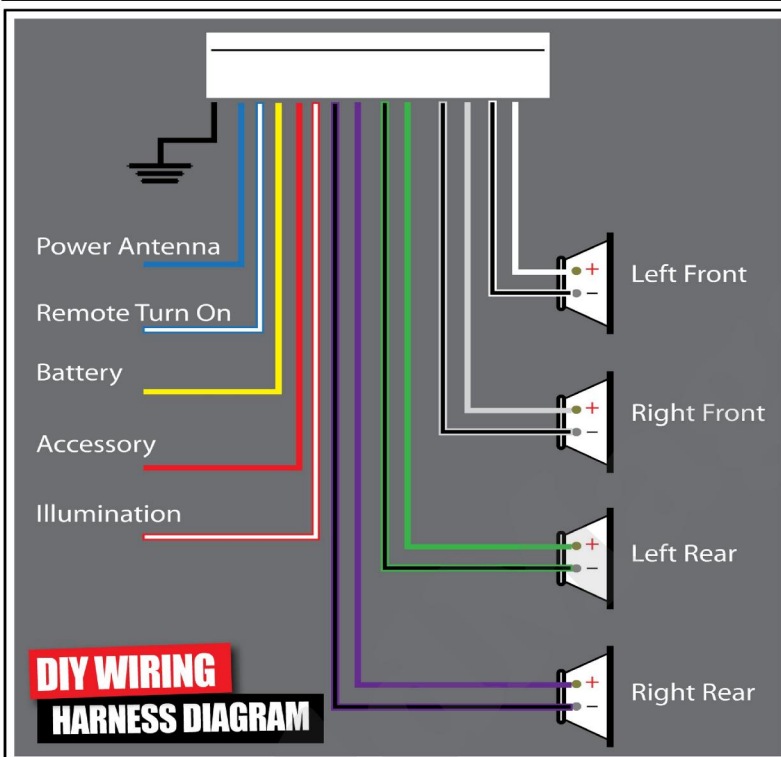
MOST WANTED HEAD UNITS



BREAKTHROUGHS

In this day and age ergonomics are crucial and Head unit designers are adding features we only dreamed about 8 years back. Here are some breakthroughs...

- A. Bluetooth Hands free built into radios** - no more the need for an external car kit.
- B. Steering wheel connectivity** - saves you from taking your eyes off the road.
- C. Colour coding LED** to match vehicle Cluster colour, it keeps ergonomics clean in the vehicle.
- D. Voice command and activation** - great for safety and easy to use...if you have an American accent.
- E. Media Player** (Where no CDs are needed, just your iPod or USB), all your songs all the time.
- F. Full colour TV like displays**, great for Album Art and easy for faster searching.
- G. DVD decoding** - keeps the kids busy.
- H. HDD playback** - how much space do you really need?
- I. Fibre Optic Digital output** - Pure uncompressed Digital Audio Output... Need I say more?
- J. Internet Radio Streaming** (in some countries)
- K. GPS** (well GPS...enough said)



The coolest of the lot are the double din players that remote access to the net and to help you find the nearest Point of Interest and can even book a room at a hotel for you. Now that's cool!!!

Be sure to have a look at our DIY wiring harness diagram which

explains the different coloured wires on your radio harness

So remember if you have a car and want something to beef up your system, a Head Unit Upgrade is perfect.

Brando Kally
Durando Ladysmith

STORY BY: CHAD MILLER PHOTOS BY: STEFAN KOTZE

KING AND QUEEN OF CLUBS

WE GET DOWN WITH SA'S HOTTEST DJ'ING DUO



The music scene here in SA has grown in leaps and bounds since the 90's and many local acts have gone on to do big things on both local and international soil. Two very successful acts to come out of South Africa are Lady Lea and DJ Morgan, the brother and sister team who have taken the club scene by storm.

These siblings started their careers in their high school days and today, from their base in Pretoria they run a highly successful music and property company while still finding the time to perform in clubs and at gigs, locally and abroad. With a number of successful CD's and projects behind their names, the team have really taken the scene by storm and caught the attention of fans and companies alike who have come to adore the "Queen of Clubs" and "The King". One such company is Citroen who has sponsored Lady Lea with a really crazy, yet classy DS4 which doesn't only suit Lea's image but in the back there's a very cool surprise. Given that Lea and Morgan are DJ's, it's quite obvious that the car is packing some entertainment in the back. Now, I know sound systems are quite common in cars but this Citroen takes it one step further. Thanks to Starsound, they hooked up the car with two of their 12" subwoofers in the back with matching mids and tweeters hidden on the inside. To power the speakers the stock head unit is still in place and two Starsound amplifiers were fitted, one being a SSA-S-2600.4 while the other is a SSA-S1A-5600 with a CP200 2.0 Farad Cap making sure they're always juiced up. To make the install really special, the installers, Cardio also fitted a set of Pioneer CDJ 2000 and mixer sponsored by Pro Audio Pioneer head office so that Lea and Morgan could start a party anywhere! As an added bonus, the sound system has a set of Aux outputs which allows the system to be hooked up to an extra set of speakers. Apart from the system, the car is actually stock which isn't a bad thing because it has a really sexy leather interior and all the trimming you need. The only change to the exterior has been the graphics, which were done by Bandit Signs and they make sure you know who's behind the wheel.

But enough about the car, with a reputation like theirs on the music scene, Max My Ride wanted to find out more about this talented twosome and how they've taken the music scene by storm.



Name: Lady Lea a.k.a The Queen of Clubs
Age: 36
Occupations: Professional DJ's and Property Investors
Years in the industry: 17
Dream Cars: Citroen DS5



Name: DJ Morgan a.k.a The King
Age: 32
Occupations: Professional DJ's and Property Investors
Years in the industry: 17
Dream Cars: Lamborghini Countach

Q&A

Starting off with music, where would you say your passion for music comes from?

L: I would say I was born with it. As far back as I can remember I was always playing music for my friends. Then I started going to a lot of raves and that just influenced my love.

M: I've been playing since my school days. In high school I would DJ at Socials, Matric dances and everywhere else. I always wanted to become a professional DJ and after Matric I took it further and started playing in clubs in about 1995.

How did you get started in the music scene?

When we started going to clubs we saw a lot and learnt from that. From those days clubbing we just grew and grew.

Apart from the club scene and club music, which other genre's do you guys enjoy and why?

L: I really enjoy Jazz, Soul and some good Drum and Bass. It's the type of music you really just feel and there's always a time and place for it depending on your mood

M: Believe it or not I really enjoy listening to radio randomly and even talk radio. Other than that I enjoy really chilled relaxing music like Reggae, Jazz and Jack Johnson.

What's the proudest moments in your respective careers?

L: I have so many but I must say that I loved playing at the German Love Parade, playing in Ibiza and at H2O

M: Just like with Lea I really have a lot of special moments in my

continued on next page...

continued

career but playing with Carl Cox, Paul Van Dyk, Phat Boy Slim and Deadmau5 really stand out.

Has there ever any sibling rivalry between you guys?

When we were little, there was but now, we work off each other. There's no time for us to still fight about things.

What was the worst gig you ever played at?

L: A rave that took place on a moving train. I was playing on vinyl and movement of the train was not helping me.

M: I played at a very unprepared gig at some farm rave thing in Welkom and the equipment used was similar to what they used to DJ on Noah's Ark!

Talking about equipment, which do you guys prefer playing on, vinyl or CD?

L: I don't play either at the moment as I moved completely to digital but, will I always be a vinyl junkie at heart.

M: I prefer vinyl because I love listening to analogue and I really used to enjoy socialising with friends at the record store as we sifted through records. Today people just download music at home

Who do you look up to in the music industry both locally and abroad?

L: I've played with a lot of local DJ's and other people in the industry who have gone on to run successful record labels and other businesses, so





I can't really say one person but rather all our DJ friends.

M: Locally, I must say Dirt Hertz and Dirty Coetzee as they're both brilliant rising stars. On the international side I must say Armin Van Buurmen, Dash Berlin, Bass Kleph and Stefan Noferini amongst others.

What can we look forward to from the minds of Lady Lea and DJ Morgan in the coming months?

L: I will be releasing more albums, doing some more touring, launching an accessory line, teaching at my DJ school, running my DJ agencies Divas on Decks and Beat Boutique, doing more music production and hooking up an electronic band, Poy Zen Ivy.

M: I'm going to be doing a lot more gigs and touring and get more into production. I am also looking at turning my gigs into full on shows with dancers, visuals and other live performers.

Moving onto cars, first thing we have to know is are you guys genuine petrol heads?

L: I am not a huge car fan but I do love the Citroën DS4 I am driving, it's everything I need and more

M: I am not a car fundi, but do like the Golf 6 R and the GTi.

What were your first cars and did you "customise" them in any way?

L: My first car was called Skedonk, it was an old rusted Passat station wagon which was covered in rave stickers and needed to be push started every now and then.

M: My first car was an old Daihatsu Charade and I fitted a sound system which I am sure cost more than the car!

You guys ever had any hair raising experiences behind the wheel?





M: That only happens when my sister is behind the wheel, lol, but I used to do airport shuttle transfers and one day while carrying passengers some driver came into lane heading straight in my direction. I had to pull off some evasive moves to avoid a crash.

What cars do you guys currently drive?

L: Citroen DS4

M: Jetta 6 2lt FSI

What's the fastest you guys have ever driven?

L: I've driven at over 200km/h – only once on a track. ;)

M: My car can't really go fast but I've done some good speeds with someone else behind the wheel.

What do you prefer in a car, a big sound system or a powerful motor?

L: I must say both

M: I've changed a bit over years, before I would say a big sound system but today I would say a powerful motor. Having both a big sound system and powerful motor doesn't hurt though.

What was the idea or inspiration behind the Citroen DJ car?

L: The idea behind the DJ cars was to create a car where I can pull up and start a party anywhere by just opening the boot and just playing.

Anything you guys would like to say to the kids out there who may want to get into the club music scene?

L: Only do it if it's your passion because it's really hard work. It's really difficult like any other job but way more fun.

M: I saw lots of people with passion get into the scene but because it's so difficult many people give up.

What do you guys think of Max My Ride Magazine?

L: I love it; the design is really cutting edge

M: It's a stunning magazine, best cars and loudest sound!



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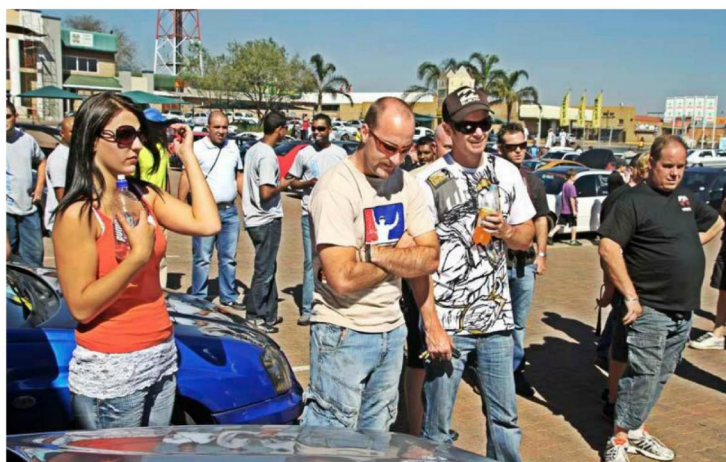
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Can you spot the black Golf?



It was a MINiature convoy.



STORY: CHAD MILLER PHOTOS: STEFAN KOTZE

THE RIDGE CASINO CAR SHOW

IN WITBANK, THEIR CAR SHOWS BURN HOTTER THAN THE COAL THEY MINE OUT THERE!

When it comes to car shows, you don't expect small towns to hook up the hottest shows but when you throw in Terence from Supersonic Car audio Customising, The Ridge Casino, IASCA, Max My Ride, some of Gauteng's hottest crews and the real petrol heads from Mpumalanga, then you better get ready for a show that will be totally off the chain! For the record, if Supersonic sounds familiar, they're the team behind the successful Newcastle Car Show that's held at Blackrock Casino and if you've been there then you can only imagine what would be waiting in Witbank.

Here at MMR our Ridge Casino Car show experience started a few days early as we started making arrangements for a convoy that would be attending the show. As we punted the convoy on Facebook, we saw the numbers grow as car clubs and individuals came onboard. The convoy would be running from two starting points, one from the Jo'burg and one from Pretoria. The Jo'burg meeting spot was in Benoni on Tom Jones while the Pretoria meeting point was at Performance Solutions in Centurion. Being from Jo'burg, the MMR team started at our offices in Randburg where we met up with FJ and Phillip from JDM Syndicate with their tasty Skylines. From Randburg we went to the Benoni meeting spot to meet up with the rest of the guys and girls who would be joining. At the Benoni spot, we arrived with the newest addition to the MMR fleet, a GWM Steed 5 which comes courtesy of GWM Isando. In Benoni we were joined by Super Dubs, A.T.L from Alberton, more guys from JMD Syndicate, Street Culture from Springs and Carbon 360. Apart from the car clubs, a few "privateers" also came like Deon from Need 4 Speed Exhausts in the really sexy REMUS Supra and the guys from ADR who brought along



He left us green with envy.



their insane red Caddy that's loaded with Cerwin Vega. At the meeting point there were about 70 cars, if not more. The coolest part was the special imports, two turbocharged Supras, two Skylines, including a R32 GT-R, a Celica and a drift style S14. How many SA convoys have you seen that can boast such Japanese exotica? We were also joined by Juan Joubert who, in his Rat Beetle became the hero of the day, but I'll get to that.

From Benoni we set off for the next meeting point in Witbank. Now, I always knew trying to keep 10 cars in order would be a challenge but managing 70+, that's another story, but we took this in our stride. Out on the road some of the faster cars, in particular the Supras stretched their legs and because they were way out upfront, we didn't see them. When we got to the next stop though, rumours started flying that the cars we're doing insane speeds and because I don't wish to implicate anyone for speeding or breaking the law, I'll just say they were going 120km/h while I my nose grows. It was during this run that Juan earned his stripes. He was travelling in his Beetle alone when he had an issue with a wheel and ended up at the side of the road. So what did Juan do? He turned back...NOT! He struggled on, got his car repaired and even though this delayed him, he still came to the show.

Once we got off the highway, everyone regrouped at a garage, here's where things looked a little hectic and I'm sure the garage attendants were hoping we would just leave! After making their wish come true, everyone headed to the next meeting point inside Witbank. This is the where the Pretoria convoy would be meeting up with the Jo'burg convoy. Coming from Pretoria was the newly established Grounded Crew, the guys from Sunny Rides with their very fine collection of tricked out Citi Golfs and a few more "privateers".

From the meeting spot everyone made their way to the Ridge Casino in convoy and this time the number of cars had swelled to over 100 with guys from Witbank

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THE RIDGE CASINO CAR SHOW



This..is...Sparta! I mean MMR!



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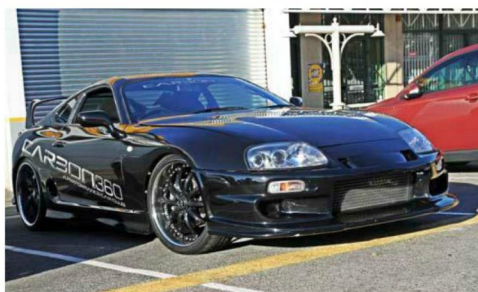
joining in the fun. Driving through the streets of Witbank, some members of the convoy got a little "spirited" and again I'll just tell you that a certain C63 driver and Skyline drove very perfectly and very civilised through a bend or two, while my nose grows a little more.

Moving to the Ridge Casino, the convoy entered with enough pomp and circumstance to impress the Queen, the only difference is that cars are cooler than an old lady who likes tea and small dogs. Driving into the casino, I was mightily impressed by what Witbank had to offer. This town is really muscle heaven as most of the cars on display were of the V8 powered variety such as the '77 XLE Cortina which belongs to Kobus from Middleburg and parked across from him was an Orange '41 Chevy pickup with a massive V8. The car show itself was not only made up of guys who had come through to show off their rides but quite a few vendors who retail car products in Witbank, a Sound Off, mobile dyno and don't forget the Show and Shine.

Once everyone came to a halt and found a parking spot it was time for everyone to enjoy the show. We first had to set up base camp, so the gazebos, flags and camper chairs came out. Parked next to our gazebo

was the REMUS Supra and on the other side was Super Dubs with a contingent of around 10 hot Golfs. Parked across from were the guys from Grounded Crew while right next to them were the guys from Sunny Rides with about 6 or 7 cars. Later on in the day FJ decided to move his R32, so he handed over the keys to our very own Predeshan who enjoyed every second of driving the car about 30 meters and had everyone else worried because I doubt MMR's employee insurance covers GT-R's.

While walking around and giving out stickers I decided to check out some of the vendor stands. Based on what I saw, Witbank loves custom cars and on the stand of Adams Motor Clinic not only did they have some really fancy wheels but we Francis Gladidge who used to own the green 1400 Bakkie that was on our cover. He was there with his custom Hilux and a really cute monkey in a dress. Across from that stand, was a display set up by the guys from Vans Auto and Sound. They had a really cool Scooby, Navara and Mini on display but my favourite was not even a car. It was a black Big Boy scooter which had two Rockford Fostgate 6x9s, a PBR model mini amp under the seat and it towed a trailer with two subs on it! This little scooter was rocking!





A hardcore fan...



Postman Pat would love this.



On the other side of these displays, in the area where the Sound Off was taking place, were the guys from Planet Electronics who had brought along four cars all featuring very sexy Kicker installs, my favourite being the convertible BMW as well as some really nice Golfs. They were later joined by Nick from Radiotech who came with their black Bantam. The guys from Kicker are always rad to talk to and I love their products and this time it was no different.

Like I mentioned the earlier, the area where Kicker had set up was right next to the lane for the sound Show. Here IASCA were testing some of Witbank's loudest subs and no matter where you go people love bass! Here there were good numbers in the lower classes with the "normal" cars, but the big numbers belonged to the full SPL cars. In these classes, it was Ravinaal from Sound Freaks who took top honours in the Ultimate Class with a reading of 163.4dB. Two other big contenders were Tony Byrne with his Mini and the Mini of Ranesh Sukhai from team Ricos TNT. Tony Byrne who is a record holder, impressed with 157.3dB while Ranesh achieved 155.6dB. The show also had a Bass Boxing competition and the big boys here were all in the middleweight class where Balan Muthan won with a reading of 150.4dB.

Moving from the sound, IASCA had their mobile dyno where cars could be pushed and owners could put some meat on their power claims. Loads of cars took a chance on the dyno, even some guys who only made in the region of 50kW. That does sound impressive but these guys are the ones who are truly passionate about cars and even if their rides don't make big power, they still love them. With regards to big power, the one car which really stunned the crowd was the Supra of Joshua Pillai, the car pushed out a whopping 753.3kW, that's a ridiculous power figure!

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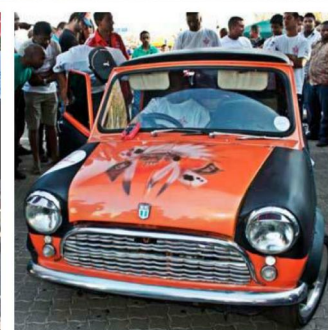
THE RIDGE CASINO CAR SHOW

Continued...

Later in the afternoon, it was time to announce the winners of the MMR Convoy Competition. These trophies were given out to the guys who had the most spirit on the run and the "classes" were; The Attention Seeking Syndrome or A.S.S award, Funny Caption Award, Most Hardcore Award, Gnarly Award, The Noise Maker Award, Largest Crew and The Best Overall Ride. The A.S.S award went to Marlin Pillay for the "Hooning" he carried out in his C63 AMG while on the road. The Gnarly and Hardcore award went to Juan with his Beetle who still made it to the show despite all the mishaps, that's true dedication. The funny caption award went to Karin, she drives a turbocharged Sabre and her caption read; "If I had balls, mine would be bigger than yours!" very fitting for a lady in a quick car! The Noise Maker award went to ADR because even if you didn't see that Caddy, you could hear it. The Largest Crew Award went to Carbon 360 and finally the Best Overall Car Award went to Anesh from Street Culture who drives a sexy Golf Mk2 with custom red leather seats, sexy wheels, perfect red paint and a 2.0 16V turbocharged motor under the hood.

As the sun set, the show died down somewhat as many people either made their way home or to the prize giving. The prize giving took place in the casino where the majority of the day's attendees were waiting. Terence from Super-sonic was the MC for the evening as he awarded all the day's winners with trophies ranging from the most powerful car on the dyno, to the loudest car all the way through to the best dressed crew and other non-automotive but funky categories.

After the prize giving it was time to get something to eat and it was also a chance to relax. We were looking forward to this as we had all been on our feet the entire day and starving as well. After eating we retired to our rooms, but the ants in our pants meant we found ourselves in News Cafe. After that we called it a night, dead tired but proud to have pulled off a convoy with in excess of 100 cars, met the awesome gear heads from Mpumalanga and we attended one of the coolest shows. So next year, Witbank...Here we come!





IASCA IDBL RESULTS

ROOKIE STREET HATCH WAGON		SCORE
1	CHRISTOPHER STAPELBERG	138.2dB
2	ROSHIKA SEETHAL	134.9dB
3	FANIE LENSLEY	131.3dB
ROOKIE INTERNATIONAL TRUNK PICK UP		SCORE
1	STEVEN WARD	136.6dB
2	JP OBERHOLZER	135.6dB
3	VINCENT VAN WYK	132.4dB
ROOKIE INTERNATIONAL HATCH WAGON		SCORE
1	BELINDA ENGELBRECHT	139.5dB
2	JESSE VAN DER VALK	138.6dB
3	CHRIS MALCOLM MAYTHAN	138.2dB
STOCK TRUNK PICKUP 1		SCORE
1	STEFAN JANSEN VAN VUUREN	135.9dB
STOCK TRUNK PICKUP 2		SCORE
1	CHARL ODENDAAL	136.3dB
2	CALMAN RONAN NUNN	130.3dB
STOCK HATCH WAGON 1		SCORE
1	TIGER NAIDOO TEAM RICOS	152.9dB
2	GERHARD GERBER	138.7dB
3	RYAN SPIDER	138.4dB
STOCK HATCH WAGON 2		SCORE
1	TONY FREDERICK BURN	157.3dB
2	FAROUK KHAN	142.6dB
3	SEMMIE NAIDOO	141.2dB
STOCK SUV MINIVAN 1		SCORE
1	1.RANESH SUKHAI TM RICOS TNT	155.6dB
STOCK PRO 1		SCORE
1	FARZANA SUPERSONIC	138.8dB
2	SEELAN KUNJU	128.6dB
STOCK PRO 2		SCORE
1	TT SOUND N SECURITY	138.9dB
ADV NW 1		SCORE
1	DIVAN LOURENS	149.7dB
2	KOBUS BUITENDAG	147.4dB
3	WILLIE DEN HEYER	141.9dB
ADV NW 2		SCORE
1	ANDRIES DU PLEISIS	141.3dB
ADV 1		SCORE
1	F1 AUDIO	145.1dB
ADV 2		SCORE
1	BALAN MUTHAN	153.3dB
ULTIMATE		SCORE
1	RAVINAAL SOUND FREAKS	163.4dB
OVERALL IDBL		SCORE
1	RAVINAAL SOUND FREAKS	163.4dB
2	TONY FREDERICK BYRNE	157.3dB
3	RANESH SUKHAI TM RICOS TNT	155.6dB

THE RIDGE CASINO CAR SHOW



Juan the hero of the day.



Karin, our caption winner.



Sunny Rides represent.



Best Dressed...Street Culture.



BASS BOXING RESULTS

FLYWEIGHT	SCORE
1 SADAH PACHIGADAS	133.6dB
FEATHERWEIGHT	SCORE
1 DAYALEN CHETTY	136.4dB
2 WILLIE DEN HEYER	134.2dB
3 RYAN SPIDER	123.0dB
LIGHTWEIGHT	SCORE
1 RYAN HOOSEN	132.9dB
MIDDLEWEIGHT	SCORE
1 BALAN MUTHAN	150.4dB
2 JUAN JOUBERT	137.8dB

DYNO CHALLENGE

CLASS A	SCORE
1 CORRIE JACOBS	126.9 kW
2 MAC ODENDAAL	83.3 kW
3 THEO WILLEMSE	58.8 kW
CLASS C	SCORE
1 ILANA VENOM RACING	110.8 kW
CLASS D	SCORE
1 JACO HUMAN	133.1 kW
2 CHRISTIAN SWART	115.0 kW
3 JAMES SHEPERD	113.7 kW
CLASS E	SCORE
1 OLIVIAN MUNSAMI	95.5 kW
CLASS F	SCORE
1 JOSHUA PILLAI	753.3 kW
2 DRICUS PIENAAR	333.8 kW
3 ANESH DAYABHAI	327.1 kW
CLASS H	SCORE
1 JEROME RAMPERSAD	202.6 kW
CLASS I	SCORE
1 MARLIN PILLAY	298.0 kW
2 GEORGE KARYOLEMOSW	223.0 kW

SHOW AND SHINE RESULTS

OVERALL SHOW AND SHINE
1 WERNER ORANGE CHEVY PICK-UP
BIGGEST TEAM
1 CARBON 360
BEST DRESSED TEAM
1 STREET CULTURE

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CARAMEL CREAM

WHO EVER
THOUGHT
A BAKKIE COULD
TASTE THIS SWEET?

STORY BY: CHAD MILLER PHOTOS BY: STEFAN KOTZE



**LOADED WITH
TONS OF HIS
CUSTOM CAR
FLAVOUR.**

When it comes to hardcore cars, bakkies should be at the top of the list. No one can describe a bakkie as sweet, cute or anything girly for that matter. If a bakkie left the shop of Faheem from Fareed's Customs though then you can call it tasty because once it's been through Faheem's hands, that bakkie is sure to be loaded with tons of his custom car flavour.

One such bakkie belongs to Elias Maphosa from Jo'burg. He met Faheem at a car show and after seeing what Faheem had done to his own bakkie;

Elias hatched a plan to turn his bakkie into the tasty treat you see before you.

Before the Ranger was transformed though, it lived quite a hard life. The bakkie was actually a work bakkie so it was used to carry loads and do all the usual things bakkies do, not very interesting if you ask me. So with the new plan hatched Elias and Faheem sat down to iron out the details on what was needed to make the bakkie more Cordon Bleu than Cordon Bleh! To get this right, the recipe included two major ingredients, one was sound and the other was bucket loads of style.

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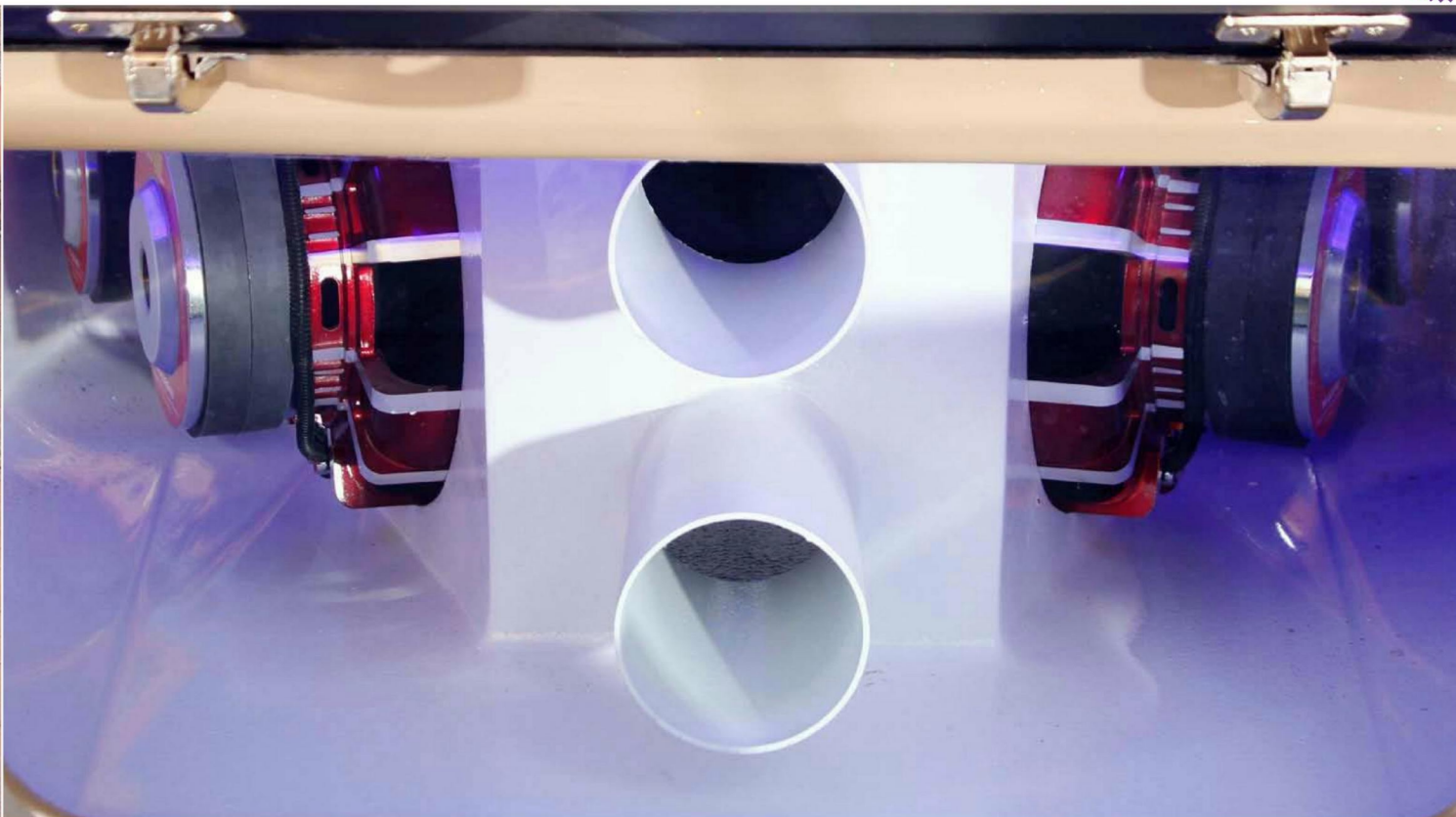
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Both these elements play into each other as most of the custom work was done to incorporate the sound into the car and it was all done with looking good in mind. Starting off on the outside, the bakkie was beefed up with the addition of a set of widened arches with custom built extension added to the bumper so that everything flows. On the sides, some body trim pieces were added to the doors, these really give the slab sided bakkie some extra detail. Upfront, a custom nudgebar was fitted to nudge on-lookers away when they start crowding around the bakkie...which is inevitable. At the back, right behind the cabin a custom roll over bar was added which has three bars as opposed to the more traditional two. The back of the bakkie is also covered with a custom made load bed cover which consists of two pieces, one that stays closed and the piece opens to reveal a tasty secret that I'll tell you about later. All the custom body work makes the bakkie look way cooler than stock but what was needed next was a new spray job. This saw Faheem sand down the bakkie and apply a custom mix of champagne paint

with hologram tinsel added into the mix to give that brilliant sparkle when the sun hits the bakkie. To add an even more personal touch to the bakkie, custom airbrushing was added to the tailgate and load bed cover which depicts Elias standing next to his bakkie in downtown Jozi, now that's cool. The outside of the bakkie is loaded with details and custom work which you only pick up when you look at the bakkie but there's one bit of custom work which I hate and it wasn't carried out by Faheem or commissioned by Elias. See, while the bakkie was parked in a basement parking some idiot decided to smash in the passenger rear view mirror out of spite. I guess you must be doing something right when you have haters like that.

With the outside receiving so much attention it would be downright unfair if the interior didn't receive the same luxurious loving as the outside. Well, after looking at the inside I can tell you guys that this interior has been done brilliantly. On the seats themselves, Faheem ripped off the stock material off and replaced it with black and cream leather with Faheem's trademark diamond





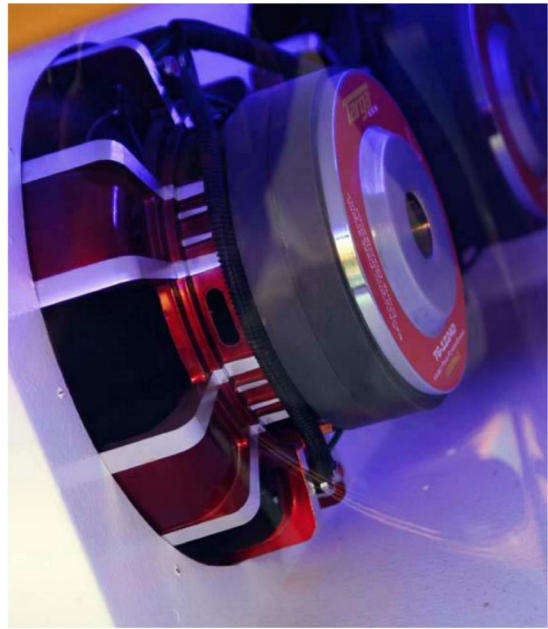
pattern sewn in. The doorcards were given the same treatment which is something that I've never seen done inside a bakkie. Opening up the rear suicide doors, Faheem built a pair of mini seats in the back which match the interior theme. What's really cool about the interior though are all the moulded and painted surfaces, to get this done Faheem had to remove all the stock trim, sand it, prime it, mould in speaker pods and then repaint it in either cream or black with tinsel added in for good measure. The only problem with all the painted surfaces is the fact that you have to sit really still inside the bakkie so that you don't scratch anything but that's a small sacrifice to pay for the awesome look.

Making up a big part of this interior is the sound system. Starting in front, the standard heater controls had to be moved to make way for the Planet Electronics double din GPS headunit with the pre-amp moulded into a pod below it. In the doors, there's a set of Alpine 6" splits with the tweeters moulded into the rear trim panel, all of which looks really stock, but custom if you get I'm saying. In front headrests there's also a set of screens to make sure the rear passengers are kept entertained and in the lower sections of there rear doors, Pure Audio screens have been installed as well. Between the rear

seats is where you'll find the real interesting bit, housed in a box in the load bed and blasting through a hole cut in the rear panel are four 12" Targa competition series subwoofers. All the speakers are in the bakkie are powered by the Targa amplifiers, two being 3000W units while the other two are 2.4KZ pieces. The amps are kept powered up by the Soundstream Capcell which looks like a whole other battery and an Optima Yellow Top battery. Opening the rear tailgate is another surprise, not only can you look into the install area see the subs magnets but Faheem has also installed three more Pure Audio screens. To say the sound system in this car is extreme would be like calling a McDonalds fine dining; this system is more than extreme in everyway and it sounds perfect as well which is exactly what you want from a custom car.

All the car's custom work and sound system are perfect just the way it is but it would be pretty pointless if the car couldn't move but luckily under the bonnet Elias chose well when he bought the torque loaded turbo diesel model but to give it some extra punch the turbo charger has been upgraded and there's a custom built free flow and de-cat exhaust system. Next on the agenda for this bakkie though is a Lexus V8 which will really turn

Continued on next page...





Continued...

this bakkie into an elusive all rounder. Until the V8 comes, the stock five speed rear wheel gearbox will still be moved by the diesel lump and in turn the 'box will turn the 20" Chrome wheels that have been wrapped in Wanly tyres that measure 275/40R20 which have been brought closer to the body thanks to a custom 120mm lowering kit.

This bakkie is truly a work of art, encompassing everything that makes up a truly unique custom car, but then again, this is what we expect to come out Faheem's kitchen. Once again he hasn't disappointed us and shocked us into rethinking what the custom scene is all about.

THE WORX



VITALS

Name: Elias Maphosa

Age: 36

Occupation: Self employed

Next Car: Mazda B-Series

Thanks and free plug: Thanks to my friends and family, Faheem and the team from Fareed's Customs.

2004 FORD RANGER

MOTOR:

2.5 litre turbo diesel

MODS:

Upgraded turbo

Custom exhaust system with de-cat

DRIVETRAIN:

Stock 5 speed gearbox

Rear wheel drive

BRAKES AND SUSPENSION:

Stock brakes

Custom 120mm lowering kit

WHEELS AND TYRE:

20" Chrome wheels

275/40R20 Wanly tyres

EXTERIOR:

Flared wheel arches

Bumper extensions

Custom nudge bar

Custom roll bar

Custom built load bed cover

Custom body trim
Moulded rear mud flaps
Sprayed custom champagne with holographic effect tinsel
Custom airbrushing on the rear cover and tailgate

INTERIOR:

Front seats trimmed in black and cream leather with diamond stitching
Doorcards trimmed in black and cream leather with diamond stitching
Custom made rear "mini" seats
All grey trim painted in cream or black with tinsel

Isotta steering wheel
Isotta gearknob
Heater controls moved

AUDIO:

Planet Electronics double din headunit with DVD and GPS
Alpine 6" Splits
4 x 12" Targa XXX competition series subwoofers
2 x Targa 3000 Watt amplifiers
2 x Targa 2.4 KZ amplifiers
Soundstream Cap Cell
Optima yellow top batteries
Pure Audio screens in rear suicide doors
3 x Pure Screen on the tailgate
Headrest screens

FRESHLY SQUEEZED

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STORY: CHAD MILLER PHOTOS: STEFAN KOTZE

BMW vs VW

THE ULTIMATE SHOW-OFF WEEKEND

CAR LOVERS BATTLE IT OUT AT **LOVER'S ROCK**

The show scene up here in Gauteng is growing at a massive rate and on most weekends you're bound to find a show car going down somewhere. Some of these shows don't live up to the flyers they're printed on while others become the stuff of legends.

JHB Parties tends to hold such shows, no not the ones that don't live up to their flyers, but rather the ones which really rock! One of their shows which lived up to these expectations was the recently held and eagerly anticipated BMW vs. VW car show. The car show was held over a weekend at the Lover's Rock resort in Magaliesburg and show goers and competitors could come for the one of the two days or camp over and experience the whole two days. The Max My Ride crew decided to attend the main show day on the Sunday and telling by how awesome the day was, we actually felt upset for not attending the show on the Saturday to experience it in its entirety.

Well, what's done is done and we arrived on the Sunday before most of the show cars arrived and we grabbed a prime spot to set up the gazebo, flags and most importantly, the braai. Once we were set up, we watched in awe as the show cars pulled in. Not being a German car fan I was impressed by the multitude of ways owners had tricked out their BMW's and VW's. None of the cars were tricked out with extreme body kits but they each managed to look unique as owners concentrated on rims, paint, neat engine bays and custom interiors to impress the judges.

In the VW camp you can still see that the Euro style is going strong as owners took inspiration from what they see online...or at international car shows depending on how well travelled they are. Classic VW's were also on display, one being a rat looking Beetle that was quite cool but my

Continued on next page...



I wonder what car he drives?



Man down! Get him out of there.



It wasn't only the cars which had dropped suspension



One lonely Honda...



Designa Ridez GT... Perfect!

Airdown grabbing attention as usual.



That's the nicest looking VW I've ever seen.

BMW vs VW

THE ULTIMATE SHOW-OFF WEEKEND



One really fancy Beetle.



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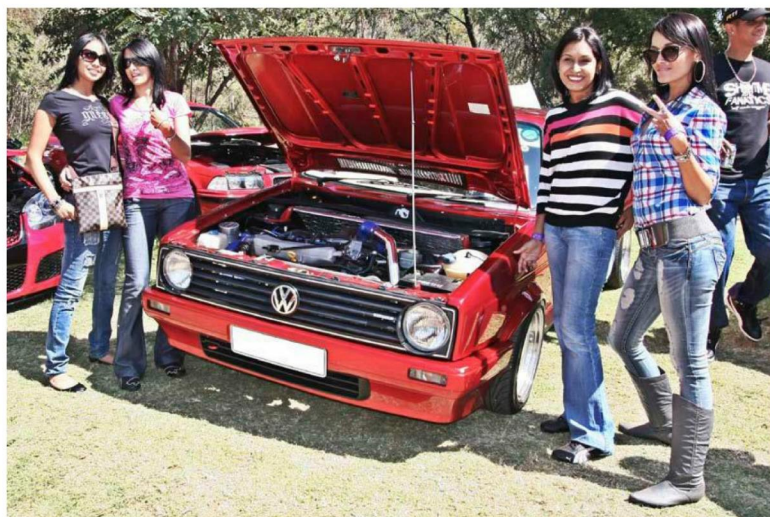
personal favourite was a very sexy 1800cc Golf powered Karmann Ghia that belongs to Irshaam. The car was low, with a custom white leather interior and really clean paint work. Moving back to the more modern Dub's there was a huge contingent of Golfs ranging from Mk1's and Citis, all the way through to latest 6th generation model. The sexiest Golf of the day in our opinion belonged to Designa Ridez, a silver Mk1 GT with ultra clean bodywork, a custom interior, genuine BBS wheels and my favourite bit, a 2.0 16V turbocharged motor under the hood. The Designa Ridez crew actually came through with quite a large contingent of Golfs all sporting just the right look to grab attention.

For BMW fans, the show must've been heaven. If you're a fan of late model 3 series BMW's then the show offered more eye candy than an optometrist who sells sweets on the side. The cars on display included quite a lot of E30's ranging from the common four door models, the rare touring models and the ever desirable 325is and full drop tops, we know much you guys love that! One full drop top owner was Mickael from Pretoria who was rocking a black one with a custom red leather interior, full Rockford Fosgate sound system and 328i motor. His mom, believe it or not was driving a custom blue E36 M3 with a massive sound system in the back and some top secret work under the hood. The car was built by her husband who also drives an M3!

Once all the cars were parked in the show area, judging could commence but if you weren't ready there was a car wash manned by the crew from Jozi's Finest. After having a good look at the cars on display, we took our time to look at some of the talent on display and we're not talking about anyone playing a flute in some talent show. What I'm talking about are the promo girls and some of the girls who had come to the show. To say they were hot would be a serious understatement but one thing really let us down, the promo girls were wearing Tropica shirts but there wasn't a drop of Tropica in sight!



Colourblind?



These girls made sure it was a clean competition



Girls in the hood...I mean on the hood!

THE FIRST AIR RIDE SUSPENSION BATTLE EVER



Uhm...sorry love, you missed a spot



I'll take the blue one...or the green one

Moving towards the camp site, there were even more cars, most of which weren't taking part in the Show and Shine and many of the campers there were just relaxing taking in a gorgeous day out of the city. A few businesses had also set up displays near the camp site one being IS Motorsport who always manages to garner enthusiasts' attention and the crew from Redmax who were selling some cool car inspired t-shirts. Right next to the camp ground was the area where the Sound Competition was taking place. The Sound Competition was being held by Jaco and his crew from Badass Customs and during the course of the day quite a few cars hit some high numbers.

Moving back to the show area, at around 4'ish Rizo and the guys from Airdown and Lowrider Customs held SA's first ever air-ride suspension competition. In the Airdown camp, they had their very famous white Golf while the guys from Lowrider came through in their candy apple red Caddy. The two cars had to emulate each other and honestly I don't know who won because my eyes, and everyone else's I'm sure, were fixed on the two hot promo girls on each car's bonnet.

Later on in the afternoon I took another walk around the resort and this was when a searing yellow Gallardo from Nancefield Paints decided to make an appearance. The Gallardo was wearing a set of 20" Work wheels and it must've had an aftermarket exhaust. The exhaust note was my favourite as it was loud and actually sounded good. Not like the Golf 1600's who were running around with their idiot owners rev-racing the life out of the poor tap-pets at every chance they got!

By the end of the afternoon it was time to head home but you could see many people were struggling to leave behind the party atmosphere and German version of heaven that JHB Parties created at the show.

SHOW AND SHINE: VW STOCK

- 1 GUSTAV
- 2 DEREK
- 3 MOE

MODIFIED

- 1 RAYMOND
- 2 IRFAAN
- 3 CUBE Z

SUPER MODIFIED

- 1 SHAKEEL
- 2 BIGGY
- 3 JOEY

EURO FRESH

- 1 FAHEEM
- 2 HANRU
- 3 ADRIAN

OLD SCHOOL

- 1 MUAZ
- 2 J & S CUSTOMS
- 3 RUDI

SOUND OFF RESULTS

ROOKIE2

- | | | |
|---|-------|---------|
| 1 | SATHS | 141.4dB |
| 2 | RANDY | 134.5dB |

STOCK1

- | | | |
|---|------|---------|
| 1 | ZANE | 135.8dB |
|---|------|---------|

STOCK2

- | | | |
|---|--------|---------|
| 1 | BART | 142.5dB |
| 2 | SUDA | 140.8dB |
| 3 | VICTOR | 130.6dB |

STOCK 3

- | | | |
|---|---------|---------|
| 1 | MARLIN | 149.3dB |
| 2 | CLAYTON | 143.2dB |
| 3 | CLINT | 140.1dB |

BASS BOX PEAK

- | | | |
|---|-------|---------|
| 1 | GULAM | 144.4dB |
| 2 | JUAN | 139.2dB |

SHOW AND SHINE: BMW STOCK

- 1 TREVLYN
- 2 RAYMOND
- 3 MAURO

MODIFIED

- 1 BILAL
- 2 ASLAM

SUPER MODIFIED

- 1 MOEY
- 2 SHIRLEY
- 3 MICKAIL

OLD SCHOOL

- 1 ISHAAM
- 2 YAZEED



IT'S A BUG'S LIFE



NOW HERE'S ONE **BUG** YOU
DON'T WANT TO STEP ON.

STORY BY: CHAD MILLER PHOTOS BY: DIVAN SHEPHERD

As much as we humans love going forward, we love going backwards as well, just look at the cars that are available today. The new Mustang, Camaro, Mini and a whole bunch of other cars all hark back to the original classics. The VW Beetle started the trend at the turn of the new millennium and as quickly as the hype around the new Beetle built up, it frizzled out as the rather flawed Beetle made way for the fashion driven Mini.

Like I said, the Beetle was flawed; the curvy body was mounted on a Golf MK4 platform so not only was it expensive but the packaging sucked. What the Beetle did have

though, was character and boat loads of it and because the people who bought them didn't have as much character as their cars, you'll barely ever see a custom Beetle.

One Beetle owner who has the same amount of character as his car, if not more is Mtshutshisi Funeka or Lil M as he's better known. Lil M bought his Beetle way back in July 2010 and almost immediately he got to work fettling with it and making it his own. Two weeks after taking delivery of the car, Lil M sent the car for chip tuning and fitted the wheels and lowering kit, but it was after seeing a car on TV which had a designer themed interior did the custom ball start rolling.

Continued on next page...



Continued...

This is where Jason Neves comes into the picture; he's the owner of Seven Customz down in Cape Town. Lil M told Jason about the custom themed interior and how much he liked it and from there Jason made everything happen. Now before you go thinking that this car only has a custom interior, I guess you better think again because apart from just the interior, Jason has turned the car into one of the best custom Beetles in the land.

To get the bug going on the road radness, Jason started with the exterior and since he wanted to be unique you won't find many off the shelf parts here. Instead he opted to mould a very sexy custom body kit for the car which consists of a very smooth and clean front bumper and at the back there's a custom moulded lower valence. On the bootlid there's a custom made wrap around wing which suits the car's shape perfectly and if you look at the rear badge, you'll see that has been customised as well. The badge is a really small detail and if you look at the front bumper you'll see that the indicators have also been smoothed over, all really small details but they make a huge difference. Even with the new one off body kit, the car still wasn't unique enough for Lil M, so Jason sanded back the original silver on the roof and sprayed the top half of the car in sparkle black with a pin-stripe that divides the top colour from the bottom. The two tone paint jobs really gives the Bug that international look and guess what? It's not finished yet as Lil M is waiting for a few imported parts that will make the car look even better.

Still on the outside, this car's real claim to fame is what you'll find sitting under those curvaceous wheel arches. With regards to the wheels, they're a set of genuine 19" staggered fit Lowenhardt wheels that have been wrapped in Nankang tyres which measure 225/35R19 in front and at the back they're 235/35R19. To give the car its super low stance the original lowering kit that was installed in the beginning was chucked out in favour of one of Jason's custom built air-ride suspension kits with a custom remote control system. The air ride system alone is not the only reason why this car can go super low but to make everything work properly and keep it all intact, the chassis was modified to accommodate the kit. To do this the subframe was modified along with the ball joints and the control arms. That's all serious stuff.

Thanks to the car's awesome exterior and the suspension which everyone loves, this car is a real crowd pleaser and on the inside things are no different as it was the original inspiration behind the car's transformation. Like I said earlier, Lil M saw a car with a custom interior using designer material and so he did the same using Louis Vuitton material. On the front seats, the

MODIFIED ALONG WITH THE BALL JOINTS AND THE CONTROL ARMS. THAT'S ALL SERIOUS STUFF.



centre sections were covered with blue suede while the outer sections were covered in grey with the famous LV logo embroidered onto it. This looks really cool and gives the inside a real high class feel. The Louis Vuitton theme doesn't stop there though; the interior was plastered with LV logos and the mats as well. The top roof lining was changed as well to a black, which matches the outside and the interior sports a set of pedals, a gearknob, door pins and side steps from the Isotta crystal encrusted Urban Glow range. If all these changes weren't enough, Jason also customised the interior even further by spraying and moulding the original trim panels to match the car's theme and for the car's sound system. Yes, I

said sound system! As if a custom body kit, custom air ride and custom interior weren't enough, the car also has a fully customised sound system as well!

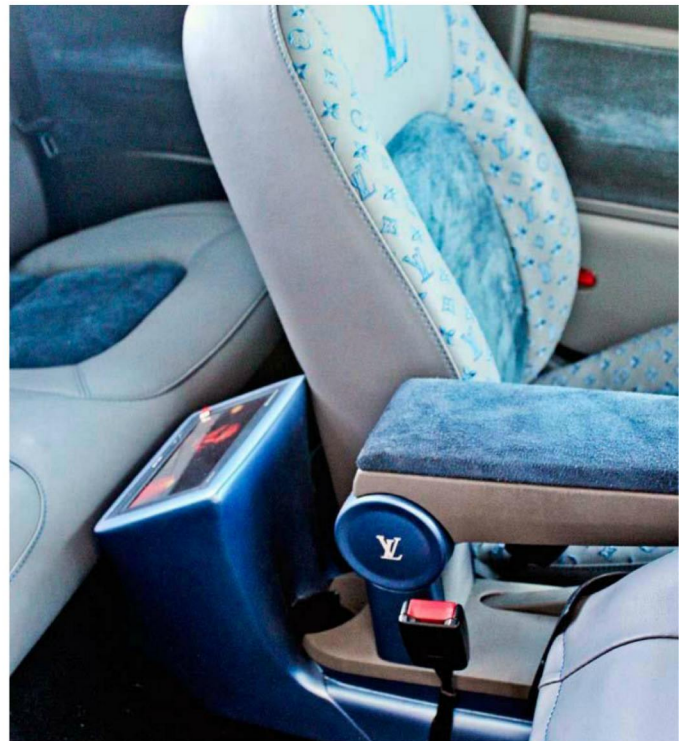
The car's sound system is made up using a whole bunch of components from Sony starting with the head unit which is a Sony DVD capable unit. The head unit then plays through two LCD screens, one which is mounted in the custom moulded pod on top of the dashboard and the other one which sits between the two front seats and keep the rear passengers entertained. To provide the noise, a 10" Sony 1200W Xplod subwoofer and a 12" Sony 1300W Xplod subwoofer were mounted in a custom built box in the boot

which it shares with the bottle for the air ride. Still in the boot, there's a 2400W monoblock amplifier fitted with an 1800W four channel providing the power for the component speakers. To provide the highs and mids, there's a set of Sony splits in front and three sets of 4" Sony mid-range speakers, with one set sitting in the custom moulded centre console while the other ones can be found in perfectly moulded pods in the doors and at the back. All the speakers were installed by Audio Customs and it's all done extremely well which is exactly what this car is all about, loads of custom work all executed perfectly.

The final part of the car to receive some attention was the motor, now I can't say the

Continued on next page...





Continued...

Bug has a turbocharger as well because that would be too good to be true, but the motor has received a few simple upgrades. These start off with the Perfect Power chip which works in conjunction with the BMC air filter and a Profit free flow exhaust system. All the work was carried out by Jason Paulse from RBT tuning. These few simple mods help the 2.0 8 valve motor push out a healthy 106kW with torque coming in at 170Nm, perfect for cruising through camps bay with the suspension hopping and sound thumping.

This Beetle is truly one of a kind and all the work carried out on speaks loads about the passion Lil M has put into the car. So guys, next time you want to crush the bug for being a girly car, just think about what Lil M and Seven Customz has done to this car. So really, I guess a bug's life is not that bad after all.

THE WORX



VITALS

Name: Mshutshisi Funeka a.k.a. Lil M

Age: 43

Occupation: Attorney

Next Car: E92 M3

Thanks and free plug: Jason from Seven Customz for all the advice and hard work on the car, RBY for the mechanical work and MMR for the opportunity to showcase my car.

2005 VW BEETLE

MOTOR:

2000cc 8 valve four cylinder

MODS:

Perfect Power chip

Profit built exhaust system

BMC airfilter

Car produces 106kW, 170Nm of torque and it's maintained by RBT Tuning

DRIVETRAIN:

Stock 5 speed manual

Front wheel drive

BRAKES AND SUSPENSION:

Stock brakes all round

Custom built air-ride suspension kit

Custom ball joints

Modified sub-frame

WHEELS AND TYRE:

19" chrome Staggered fit Lownehart wheels

* Nankang tyres

225/35R19 in front

235/35R19 at the back

EXTERIOR:

Custom made body kit

Smoothed front indicators

Custom built rear wing

Top half sprayed sparkle black

Custom rear badge

INTERIOR:

Seats trimmed in blue and grey suede with

Louis Vuitton logos

Re-trimmed arm rest

Black roof liner

Custom sprayed and moulded trim panels

Isotta Urban Glow gearknob

Isotta Urban Glow side steps

Isotta Urban Glow pedals

AUDIO:

Sony DVD headunit

Sony split system

3 x Pairs of Sony 4" Mids

Sony 1300W 12" X-Plod subwoofer

Sony 1200 10" X-Plod subwoofer

2500W Monoblock amplifier

1800M four channel amplifier



STORY BY: CHAD MILLER PHOTOS BY: STEFAN KOTZE

7TH HEAVEN

YOU DON'T NEED AN ANGEL TO FEEL LIKE YOU'RE IN MOTORING
HEAVEN...YOU NEED JASON NEVES



Building custom cars in SA is not easy, both money wise and availability of parts is not the best in the world. These short comings though haven't stopped people from using innovation and creativity to overcome these hurdles and build custom cars that wouldn't look out of place on the international scene. One such person is Jason Neves, the owner of Seven Customz down in Cape Town. From his modest shop in Philippe, Jason churns out some of the Cape's hottest ride, taking them from bog and boring to something you'll find in custom car heaven. His portfolio of custom rides include the super sexy low riding Dodge Monaco that MMR has featured, a crazy C-West equipped RX-7 owned by Noer Asmodien, a fully tricked out air riding Beetle, a crazy 1 series hatch and a whole host of other rides which I'm sure you would be shocked and amazed to see in real life. So, Max My Ride sat down with Jason who took us to 7th Heaven.



Name: Jason Neves
Age: 28
Company: Seven Customz
Company Age: Still a foetus
Dream Cars: Pagani Zonda R

Q&A

So Jason, where are you from originally?

I'm from Cape Town...the southern suburbs to be exact

What inspired your love for cars?

My father was a mechanic, so there were always cars around somehow and that just inspired my passion.

Before opening Seven Customz, what other occupations did you pursue?

Not many, but all the other jobs I had were based in the motor trade.

What was your inspiration behind opening your shop?

The decision was purely due to circumstance! I felt there was a need for change on the custom scene and I want to bring that change.

What was the hardest part about getting the business going?

The hardest thing was finding like minded people who have a passion for custom work and aren't only in it for the fame or the fortune.

What services does Seven Customz offer?

Seven Customz specialises in one off body kits for a variety of cars, air suspension kits, spraying and general styling.

What was your first car and did you modify it in anyway?

My first car was an old beetle which I built up during high school. I chopped the top, added suicide doors, extended the fenders, it had a detailed 1600cc twin port motor with Weber down draughts, a 911 tail fin and custom tail lights. I really went the whole 9 yards on that car, nothing was left unmodified.

What was the first Seven Customz car and how did you guys trick it out?

There are too many to mention, all the vehicles that I've worked on have never been replicated by me so each one is special.

What has been your favourite project to date?

I would have to say it's my own car, but all my client's cars are holding me back from completing it.

In your opinion, what would you say is the must have mod on any car?

Wheels maketh the car, get this wrong and the car's ruined.

Cape Town is well known for unique cars, what sets Cape Town apart from Jo'burg or Durban?

Lack of parts and availability in Cape Town is the greatest downfall and in Jo'burg people tend to spend a lot more on mods than the average Cape Town guy. This doesn't mean Cape Town is behind at all (that's something we can vouch for-MMR)

Is there any Seven Customz built cars that you would say are overly RICE and you wish you never built them?

I would...um, let me rather remain silent on that one, people WILL hunt me down if I mention any particular car.

Are there any themes or trends on the SA custom and tuning industry which make you angry or that you see as being negative to the industry as a whole?

The politics involved behind the scenes eats at me and the hating on people's builds. Everyone has their own good qualities and it reflects in their car, instead of hating them, commend them on their work and what they've done.

Which customizers and tuners do you look up?

Everyone in the industry, both locally and abroad, they all have their own unique talents and good traits, I just have to try and better them somehow!

What are the future plans for Seven Customz

I want to build more unique cars and just keep pushing the boundaries further and further

What do you think of Max My Ride's Profiles sections?

Two thumbs up, you guys are really showing the public who's who in the industry and creating exposure.



THE CAPE'S HONDA FANS MAKE IT INTO THE RECORD BOOKS

EDITED: DIVAN SHEPHERD

First let me start off by saying, when it comes to the Honda movement in Cape Town you can expect numbers and when it comes to events the Hondas always represent in numbers.

The first Record Honda Hookup was held about three years ago which had in total, round about 150 cars which Garth Hendrickse (Chairman of Team Mugen) organized via the Hondaboys forum. A couple of months after the first one happened; Hayden of JDMWorx offered to help Garth with the next one and sponsored some prizes along with Robert of Photofreak who printed the pamphlets. For the second event they started printing stickers for the cars windcreens in order to keep the count. This second event was called the 200+ Record Hookup and they ended of pulling in about 250+ cars. The planning for 300+ Record Hookup took almost three months to improve and beat the previous record hookups. For the guys who did attend, some awesome prizes were made available from the likes of groups like; JDMWorx who spon-



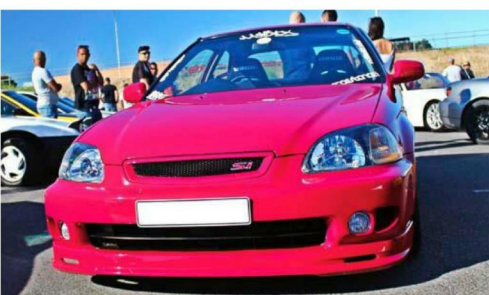
Little reds, riding in the hood.



Which Ballade must I meet you at?

sored a full Mandrel Bend Exhaust system worth R3000 as well as five R1000 dyno vouchers, Dynotec had sponsored three dyno runs and a R950 voucher, Wheelworx had sponsored three full mag refurbish vouchers worth R1000 each and RT photography Sponsored two Photo-shoots worth R500 each. Various categories and criteria were subject to win on of these awesome prizes. So, April 1st 2012 was the big day and Team Mugen aimed for 300+ with the assistance of Tauriq from Cape Stance and Hayden from JDMWorx. The spot where the hookup took place was Fairbridge Mall in Brackenfell. This time the organizers printed 350 stickers incase they got over 300 cars in attendance and each sticker included the sponsor's logos and a number for the car. Some cars still had their old record hookup stickers on from the previous year's event which was really cool to see and proved that everyone wanted to go bigger. This year they hit a whopping 325 Hondas at one park-off setting

Continued on next page...



The sticker gives you an extra 30kW

HONDA RECORD HOOKUP 300+



Surfs up amigo!



Continued...

another S.A Record. What was really nice to see was that out of those 325 cars not all were just your normal Civics or Ballades. To add some spice to the show guys pulled through with S2000s and even an Integra or two, now that's something you don't see everyday. The atmosphere was awesome as well, whether you drove the latest Civic Type-R, the mighty S2000 or even an old Ballade; everyone was there purely to have a good time and to appreciate the Hallowed Japanese H badge.

So with this year's record done, dusted and in the bag, the organizers can start looking to next years event and guess what they're aiming for? Well, they looking to get in excess of 350 cars all in one place!

Garth would like to thank Team Mugen, Hayden of JDM Worx, Tauriq of Cape Stance and RT photography, Zaki of Wheelworx, Dynotek and Fairbridge Mall(for letting us host the event on their premises)



Max ex feature car represents





Ultra-rare Civic Si



In the world of celebrity cars it looks as if the younger folks all love hyped up super cars and SUVs while the older guys are more into the hot rods with garages ready to burst with classics. One such actor is Tim Allen, the man behind the hit 90's sitcom Home Improvement and a real gear head.

Timothy Allen Dick was born on June 13 1953 in Denver Colorado, his mom Martha Katherine was a community service worker and his dad, Gerald M. Dick was a real estate agent. Besides Tim, the Dick's had five other kids which meant they were a really large family. When Tim was 11, his father was killed and when his mother remarried, the whole family moved to Detroit, Michigan where he grew up along with his passion for cars.

Tim attended Seaholm High School where he was in theatre and music classes. After graduating Tim attended Central Michigan University before transferring to Western Michigan University. On completing his studies, Tim graduated with a Bachelor of Science Degree in Communications.

Tim's career in show business started in 1975 when he attended a comedy club in Detroit. On a friend's dare, Tim got on stage and proved quite successful. Following the stint on stage Tim started appearing on cable television and joined shows such as Gary Thison's Some Resemblance of Sanity. After moving to L.A., Tim joined The Comedy Store and began to do stand up for talk shows, specials for film and on record. His claim to fame though was playing Tim "The Tool Man" Taylor on the sitcom Home Improvement which ran from 1991-1999. During his time on home Improvement Tim also did the voice of the ever popular Buzz Lightyear in the popular movie franchise, Toy Story. In 1997 Tim starred in the movie Jungle 2 Jungle. In 2000 Tim also starred in the hit Sci-Fi parody Galaxy Quest and he had a role in American Wedding. 2006 saw Tim appear in Zoom, Santa Clause 3 and Shaggy Dog. Tim has also done commercials for both radio and television including being the official voice of Michigan Tourism and the Chevrolet Cruze.

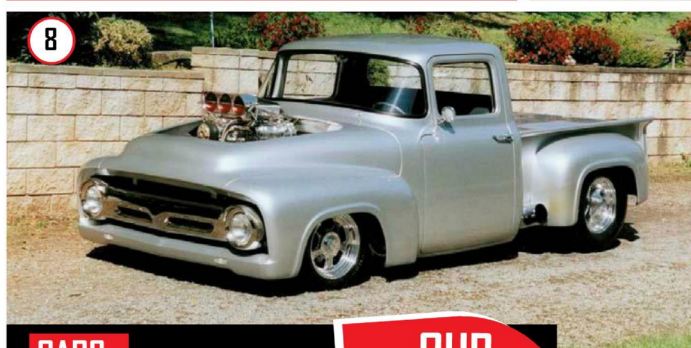
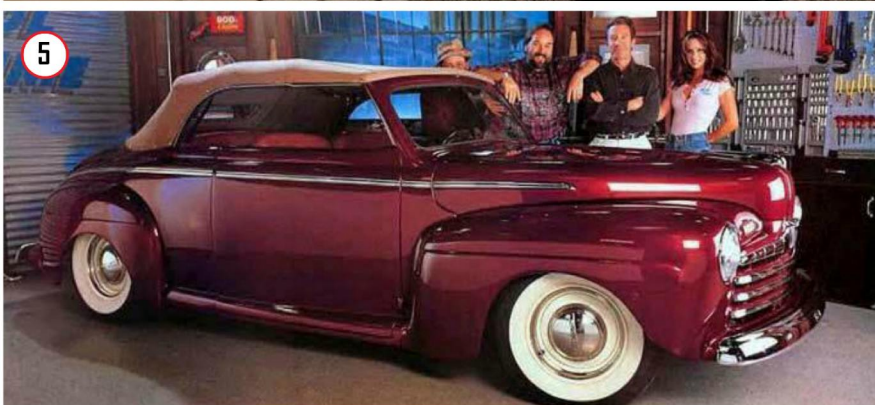
Like I mentioned at the start, Tim grew up

CELEBS AND THEIR RIDES TIM ALLEN



in Detroit, the heart of the US Auto industry and this inspired his for passion for cars and apart from just owning cars, he has developed some special ones with the likes of Saleen, with whom he started the racing team Saleen/ Allen RRR Speedlab and with GM. Cars which Tim had a hand in designing include a one off 1996 Chevy Impala LT5 SS with a 446Hp LT1 motor, a Cadillac Deville DTsi and later the CTS both with Northstar V8s. With regards to his car collection, Tim is always buying and selling off certain cars within his collection but the ones which hold a special place in his heart are the Fords and the custom built ones. The coolest cars in Tim's collection come courtesy of some of the best hot-rod builders in the business. This includes a 1952 Chevrolet Styleline built by Jesse James and the Moal Roadster Special that was built by Steve Moal. Viewers of the show Rides should also recognise the '56 Ford F-100 pick-up which was built on the show, with a fuel injected and blown Chrysler motor. Still on the Fords, Moal has also built Tim a '55 Ford Custom line with a V8 from the Ford GT called the Triple Nickel. Other Fords in the collection are a custom built '46 Ford Convertible which was built on Home Improvement along with a '33 Ford Roadster and the Ford RS200 along with a whole host of Mustangs like the Bullit edition one which he sold. His Z06 Corvette also met the same fate as the Mustang because Tim didn't really care for the 'Vette. These cars are only the tip of Tim's car collection iceberg as his collection includes European sports cars, a Beetle, a whole bunch of muscle cars and the home Improvement Van all stored in his private warehouse.

Tim Allen is a real car guy who's let his passion for cars morph into something a lot more than just ownership. He's had his rides in his shows and some he even designed; now that's a real petrol head.



CARS

1. 33 FORD ROADSTER
2. MOAL ROADSTER SPECIAL
3. FORD RS200
4. 52 CHEVROLET STYLELINE
5. 46 FORD CONVERTIBLE CUSTOM
6. 08 MUSTANG BUILT EDITION
7. CLASSIC VW BEETLE
8. 1956 F-100 CUSTOM
9. 96 CHEVY IMPALA LT5 SS
10. CADILLAC CTS

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BAD ASS BALLADE

Nur Mohammed Ebrhahim has not done a lot to the outside of Vtec Ballade apart from the major drop courtesy of some J Maxxx Coilovers. Powering the car is an imported 1600 Vtec that's been treated to an induction kit, lightened flywheel and a 57mm exhaust system. Inside there's a set of Type-R seats, custom gauges and a really cool set of custom dials.



IN ZAIN IN THE BRAIN

Zanul Kinloch from Jo'burg has really gone in "zain" with his Clio, the Zaniac. The little Clio rides on a set of 17" Lenso Turn 1 wheels with a 40mm lowering kit. On the outside all the side beadings and mirrors have been colour coded

while on the inside you'll find two XTC DVC subwoofers that are powered by a Camtec amplifier. Vocals are taken care of by Pioneer 6x9s, XTC tweeters and OEM 5.5 splits all powered by a JVC headunit and XTC Pre-Amp.

BLUE BLOOD



Ruan Pieterse from Boksburg sent us a couple pictures of his pride and joy, his 2006 VW 1.4 Velociti that's been fitted with a 57mm exhaust system and an induction kit. To get the car rolling are a set of 15" charcoal BBS wheels wrapped in infinity tyres. On the outside the car has smoked lights, a carbon grill and way too many other mods to mention. Inside you'll find a Jensen DVD headunit, 1000W Starsound, 10" Pioneer subwoofer, Pioneer 6x9's, two sets of tweeters and a Targa 1.5 Farad cap.

MAROON MAGIC

Steven Sabisa from Windhoek must own one of the nicest Opels in Namibia. The car looks really neat wearing its stock maroon paint, a badgeless grill and a set of angel eye headlights. The biggest change is the aftermarket front bumper which looks really cool and not overdone.



HAND GRENADE

Selwyn Konson from Louis Trichardt really loves his 1.4i Citi Sport and has dubbed it Hand Grenade. To make the car a little more explosive he's added a full Cowley performance exhaust, a BMC air filter and a 120dB sound system. Lastly to finish off the ride, a set of Gold 17" Ravazza STR wheels were added.



BLACK PANTHER

If you thought CPT was all about Civics then you better check out Morne's 2001s Kadett. On the outside the car has a set of aftermarket headlights and DRL's along with a badgeless grill and a few parts have been wrapped in carbon fibre vinyl. Under the arches, there's a set of black staggered fit A-Line wheels and the car has been lowered. Inside the car there's a whole host of aftermarket components and sound wise there's a 12" Pioneer sub, ICE-XTC headunit, Digimax amp and Ultimate splits. Under the hood the 2.0 has been gas flowed, fitted with a full performance exhaust and a K&N flat panel filter with yellow hose and wire covers.



CLASSY CLASSIC

Stefan from Vanderbijlpark sent us some pictures of his really neat Polo Classic that's been fitted with a set of really lairy neon wheels. Under the hood though this car kicks ass thanks to a 2.0 8v motor with a Dictator engine management system, Arias piston, a lightened crank and flywheel assembly and the head's been gasflowed with a set of titanium valve springs and a 298° cam. These mods with a long list of others see this Polo push out 128kW.



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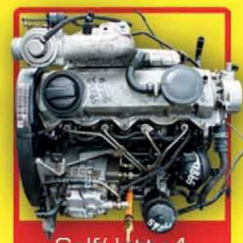
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